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Vol. CLXXXV No. 2423 WITH WHICH IS INCORPORATED THE GRAPHIC JUNE 29 1946

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THE SPHERE
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The Empire's Illustrated Weekly

THE FIRST HELICOPTER WITH A JET—THE CIERVA W9 CREATES A SENSATION AT THE AIR LEAGUE'S FLYING PAGEANT AT SOUTHAMPTON: The wingless machine hovering above the aerodrome after demonstrating the vertical take-off. The jet unit is at the rear

Visitors to the Air League's Flying Pageant at Southampton Aerodrome, Eastleigh, which provided a spectacular finale to the Southampton Aero Exhibition week, were much interested by the surprise appearance of the Cierva W9, the first helicopter in the world to be flown with a jet unit. This aircraft, which has hitherto been kept secret, uses a jet in place of the more familiar screw at the tail, its purpose being to prevent the fuselage from turning under the influence of the lifting rotors. The helicopter, which is still in the experimental stage, has been produced jointly by Weir Ltd. and the Cierva Autogyro Co. It has a single rotor driven by a 330-h.p. Gypsy Queen engine, the engine being fully enclosed behind the cabin. Behind this again the fuselage extends some distance, and at the end it is bent round at right-angles towards the port side to accommodate the jet orifice. The jet propellant is the engine exhaust gas, which passes through a fan and speeds it up sufficiently to produce the required thrust. The new helicopter's vertical take-off is most impressive. The pilot is situated right forward in an "all-glass" cockpit

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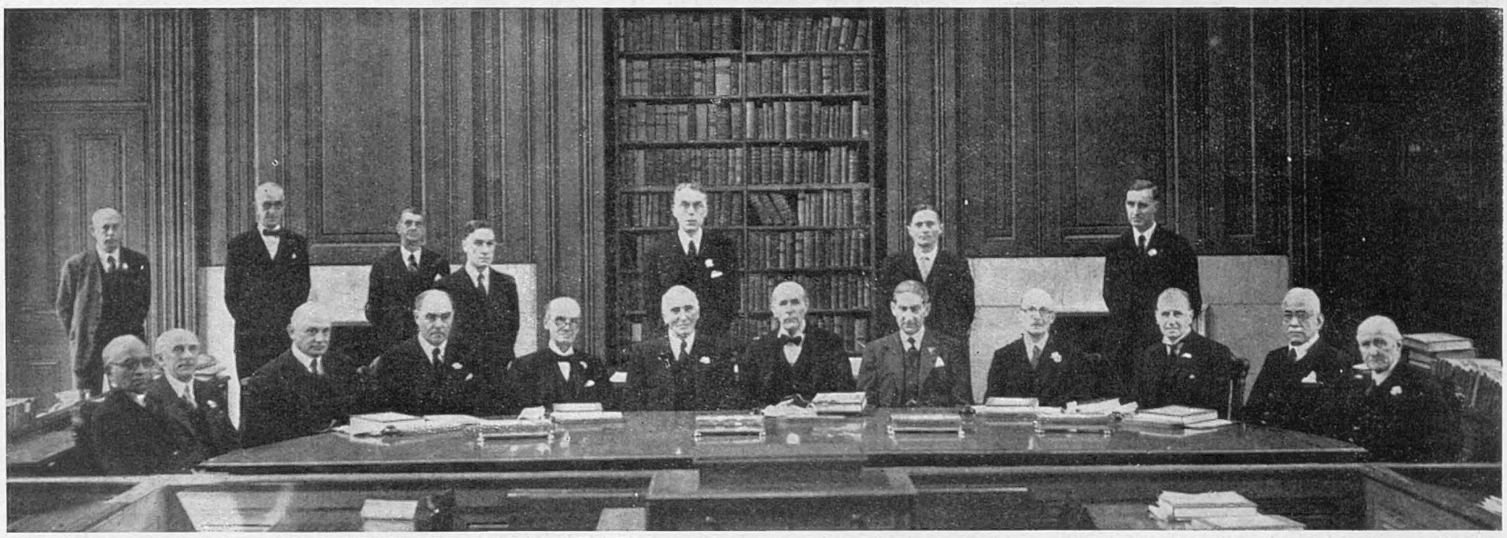
A LONDON NEWSLETTER



THE MOST IMPORTANT LAW COURT IN THE COMMONWEALTH—A MEETING OF THE JUDICIAL COMMITTEE OF THE PRIVY COUNCIL ON RETURN TO ITS COUNCIL OFFICES IN DOWNING STREET, WHERE THE WAR DAMAGE HAS NOW BEEN REPAIRED: Since 1940 the Committee has used rooms in the Houses of Parliament, but the repairs were completed just in time for the Trinity Sessions. The members seated at the table, from left to right, are: Mr. M. R. Jayakar, former judge of the Federal Court, India; Lord du Parcq; Lord Goddard; Lord Simonds; Lord Macmillan; Lord Simon; Lord Jowitt (the Lord Chancellor); Lord Thankerton; Lord Porter; Lord Uthwatt; Sir Madhavan Nair, former Judge of the High Court, Madras; and Sir John Beaumont. The Judicial Committee, which is the Empire's Supreme Court of Appeal, was founded in 1833, and throughout its history it has accumulated a weight of authority possessed by no other court in the world. It often has to adjudicate on diverse and intricate problems in Roman, Dutch, Hindu and Muslim law. In form it is not a court at all, and its members sit without any judicial trappings or dignity, except that which the importance of their business gives them

1, NEW OXFORD STREET, W.C.1.

Breaking-point in Palestine.—The outrages committed by Jewish terrorists in Palestine go from strength to strength. It is perhaps a justifiable generalisation to declare petulantly that this policy of terror seems an odd way of recommending to civilisation that Palestine should be in deed, and to capacity, a home for Jewry. The British, whose soldiers are killed every day; the Arabs, whose culture and discipline appear, by comparison with the notorious exploits of the Jews, to be a model of propriety; even the Americans, who idealise the Palestine problem from a distance, may well reach the conclusion that, if the evil tail of Jewry in Palestine is suffered to wag the dog, if the decent majority is prepared to fight and to co-operate only to the extent of securing privileges and not of enforcing order and responsibility, then indeed all Jewry is tarred with the same brush, and, so far as Palestine is concerned, the sacrifices of blood and effort may soon be called off and the Jews be left to shift for themselves. It is certainly a loose generalisation, but it is excusable. Breaking-point is not far off.

Papen.—Papen's examination provided the first light relief in the great Nuremberg Trials for some months. One cannot help admitting a soft spot for that tragi-comedian. A *faux bonhomme*, a bundle of vanity, a curious blend of base-intriguer and would-be-good, he has consistently failed in all his aims and all his plots. "Nobody minds Ben Gunn; dead or alive, nobody minds Ben." The Americans saw through his elaborate disguises in the war of 1914-18; the Turks knew what he was about; so did Hitler; so did all Europe. He always sat on the fence with one foot on safety-first territory and a toe of the other foot in the danger zone. He was vain enough to think himself a Metternich and a gentleman by birth and breeding. But no other human being who came in contact with him in diplomacy or social life shared with him these views concerning himself. We really can't hang old Pap. He has contributed too much to the gaiety of nations when they walked in darkness. We should pension the old comedian or show him at country fairs. He is a museum-piece; *fatuus ignis*. He has never frightened even a schoolchild, never influenced even a half-wit. Nobody minds old Pap.

B.B.C. Charter.—I thought that the Premier's earlier announcement that his Government intended to renew the B.B.C. Charter (which expires at the end of this year) without important alteration was a very unwise instance of dictatorship. When that Charter was granted, broadcasting was not the influence in the life of the nation which it is to-day. To-day it is nearly as common and necessary a household implement as some form of cooking-stove. It is freely used by the Government on special occasions as a mouthpiece, and it is the poor man's music-hall, the sick man's concert hall, even the prisoner's friend. Every class, every party, every shade of opinion and every grade in the social structure use it, criticise it, praise it and pay for it. There are those who declare that its direction is politically biased, one way or t'other; those who declare that it is too high-brow or too low-brow, vulgar or not vulgar enough, too musical, too sporting, too political or the opposite. In short, it is every man's toy and Aunt Sally. And no one can deny that its influence for good or ill is potentially enormous. In all these circumstances, a premature decision to scotch discussion on weak points or danger-spots in the old Charter, a refusal to give the nation a say in the drafting of the new Charter, must have struck many people as a dangerous and significant instance of dictatorship. Mr. Attlee has thought again and has conceded a debate. It may be that his earlier decision will not be affected by arguments employed in Parliament. Many debates nowadays are merely regarded by the Government as tiresome concessions to "Democracy," deferring for a few important hours a pre-judged Cabinet decision. Yet, in the case of the B.B.C. Charter, one cannot help feeling that it is wise to ventilate public opinion and let off steam before the iron curtain falls again. I have no doubt that the B.B.C. is, so far as may be in human affairs, as Cæsar's wife should be. But how are we to be sure of its virtue, if we never have an opportunity to expose and nail down rumours and suspicions? And what sort of Democracy is ours, if an instrument of such power is never to be investigated by the common man? The B.B.C. Charter is in some ways almost the Magna Carta of our time. It demands a full-dress Runnymede.

P.R.O. Income Tax?—Does the Inland Revenue run to a Public Relations Officer? I can conceive of no department which needs one more than that concerned with Income Tax, Super-Tax, P.A.Y.E. and estate duties. No department does its business under a system so elaborate, inexplicable and vexatious. None indulges in such intolerable delays, causing so much hardship and stringency to the beneficiaries of the small residue of deceased estates, or such headaches and uncertainties to would-be honest and punctual taxpayers. No department has greater need to keep the public sweet and informed. And no department takes less trouble to make its methods plain or to account for its intolerable delays and futile requirements. Once a month, for example, a letter appears in the Press referring to the inexplicable requirement (accompanied by packets of printed forms and directives) by which an employer must keep up throughout every week of the year a series of entries of a tax he does *not* deduct from the "pay-packet" of an employee coded as being *exempt from any deductions whatever*. Always this letter is printed as a novelty, a new grievance. No explanation of its predecessors is ever forthcoming. Yet throughout the country thousands of one-man employers are engaged on this money-wasting, time-wasting, unexplained futility. Peradventure, the P.R.O. (I.R.) sleepeth, or is gone a-hunting. It is high time, if he exist, that he should attend to his duties. P.A.Y.E. is fast losing public confidence, largely because of this quite intolerable elaboration of a burden already sufficiently heavy.

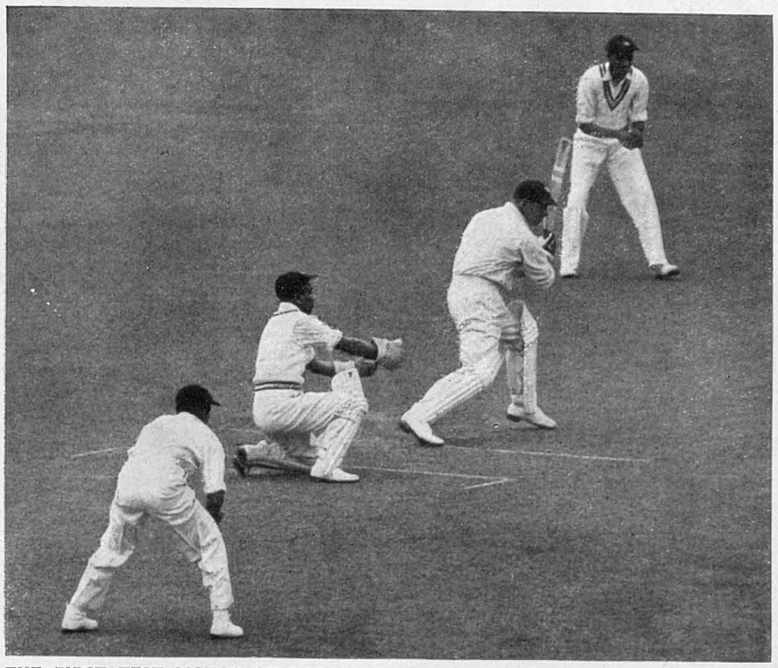
The Weather.—The weather of May and June has probably been just as bad in Normandy, Picardy and the Pas de Calais as over here. Here in England May and June have proved "records" (from fifteen years to a century) for sunlessness, wind, cold, wet or whatnot. The hay rots on the ground, the slugs and weeds have it all their own way, crops in garden and on the farm will not grow or ripen, and every outdoor fixture, whether for the masses or the "privileged," is washed out by rain or cancelled. It requires at the end of June 1946 no centuries-old legend to convince us or our visitors that the English weather is a shocking bad joke and the English summer an affair of "two fine days and a thunderstorm." Yet every middle-aged Englishman remembers "the fine summers of his youth," long days at cricket under a serene blue sky; bathing, boating, picnicking and bird's-nesting. Is it that memory only counts the sunny hours? No. We remember as clearly the great frosts and "seasonable Christmases" of childhood. We are voracious of "records," we chalk up evil weather records among our national achievements, and we suffer our Continental neighbours to blacken our climate in order to add another dismal record to our national chaplet. You never hear a Norman or a Picard deploring the abominable fatuity of his so-called summer, though his agriculture always depended on sunshine even more than ours in the past. No doubt, until recent times, his recreations have not been so dependent on fine weather as have those of ever-hopeful, out-of-door, sporting Englishmen. Well, there it is. A summer like the present lends fuel to the fire of Continental legend concerning our weather. We accept it, chapter and verse. Another glorious, depressing record to be chalked up to perfidious Albion. Never before were we in greater need of food, of cheer, of warmth, of recreation, but Heaven (it seems) does not intend to grant these boons to Englishmen. We take an inverted pride in this dismal decision, and are all agog for the next wash-out.

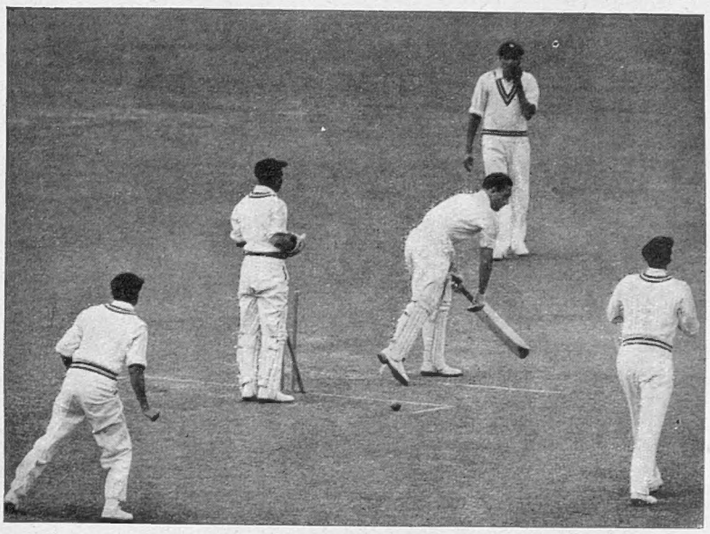
Books and Writers.—It is very rarely that I touch on the theme of current literature. I am not *laudator temporis acti* as a rule. I confess that I hold the view that two world wars and an ugly armistice have left our literature in a poor way. I rather subscribe to the view of a literary friend, who sadly comments that there are one or two writers, now in the eighties, left over from the great Victorian era. The great and general advance in the technique of novel-writing has not been maintained in the '40's. Of poetry I know nothing; no Keats, no Byron, so far as I am aware, has emerged for some time. Biography has produced nothing very remarkable. Events are too complex and recurrent for the historians, who need time and leisure for critical contemplation. The memoir writers and autobiographers have the best chance to-day. Siegfried Sassoon is one of the few writers who can write without offence of living notables, and without self-consciousness. And what shall I say of literary criticism? Would it be too unjust to say that it is at a *very* low ebb? That there remain about half-a-dozen serious literary critics, and they for the most part so serious as to be quite dreadfully dull? Should not we (and they) recognise a truth: that, just as many of our great authors were in naked reality "one-book men," so the literary critic has only a limited critical life. He has said all that it is in him to say of books and writers within about ten active years. The rest is repetition—the mixture as before. And the film, the dramatic, the musical, the art critic—all are in the same boat. It is time to begin ringing the changes.

THE OLD STAGER

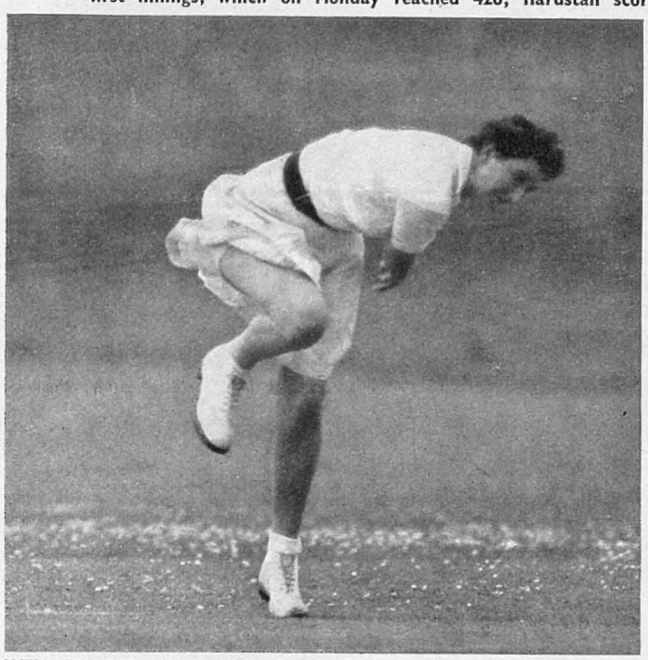
A CROWDED WEEK OF SPORT

The Test Match at Lord's—The Horse Show—The Heavyweight Championship



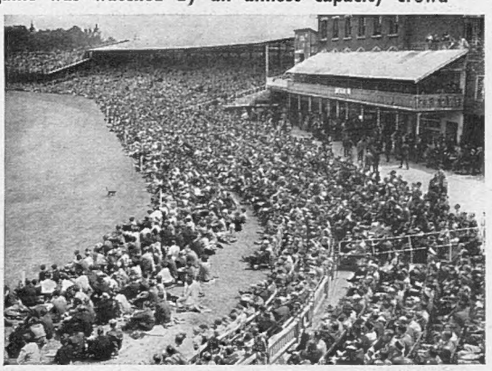


THE FIRST TEST MATCH AT LORD'S—ENGLAND REPLIES TO THE INDIAN FIRST INNINGS TOTAL OF 200 : W. R. Hammond (*left*), the England captain, hitting out to a ball from Amarnath, who eventually clean bowled him for 33. *Right*—D. Compton is bowled by Amarnath for 0, another incident in the England first innings, which on Monday reached 428, Hardstaff scoring a brilliant double century. The game was watched by an almost capacity crowd

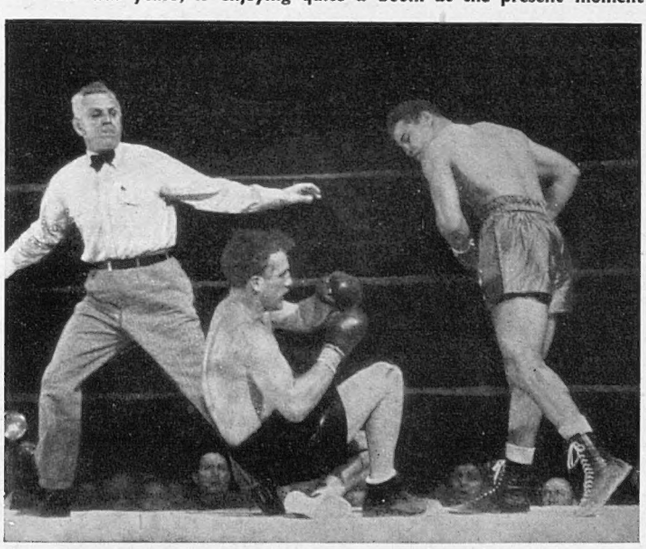


WELL BOWLED, MAM! Miss Bennion, of the Xwaafians cricket team, in action at Headstone Lane, Middlesex, last Saturday. The Xwaafians consist of past and present members of the Women's Auxiliary Air Force, and they were playing the Gunnersbury Ladies' cricket team. Women's cricket, which languished during the war years, is enjoying quite a boom at the present moment

Test Match cricket at its best delighted a crowd of 29,000 which gathered at Lord's last Saturday to watch the Indians in action against the England XI. In brilliant June sunshine they saw the young Surrey bowler, A. V. Bedser, put up a spectacular performance by taking seven wickets for 49 runs. The series of matches with the Indians is of special interest, as on the performances in these tests will be based the selection of the men who will go to Australia in the winter to take part in the first fight for the Ashes for eight years. The start of the first Test Match last Saturday was really the prelude to a brilliant fortnight of sport, being followed this week by the opening of the Wimbledon Tennis Championships, the Royal Regatta at Henley, and the Open Golf Championship at St. Andrews, each with a strong oversea challenge

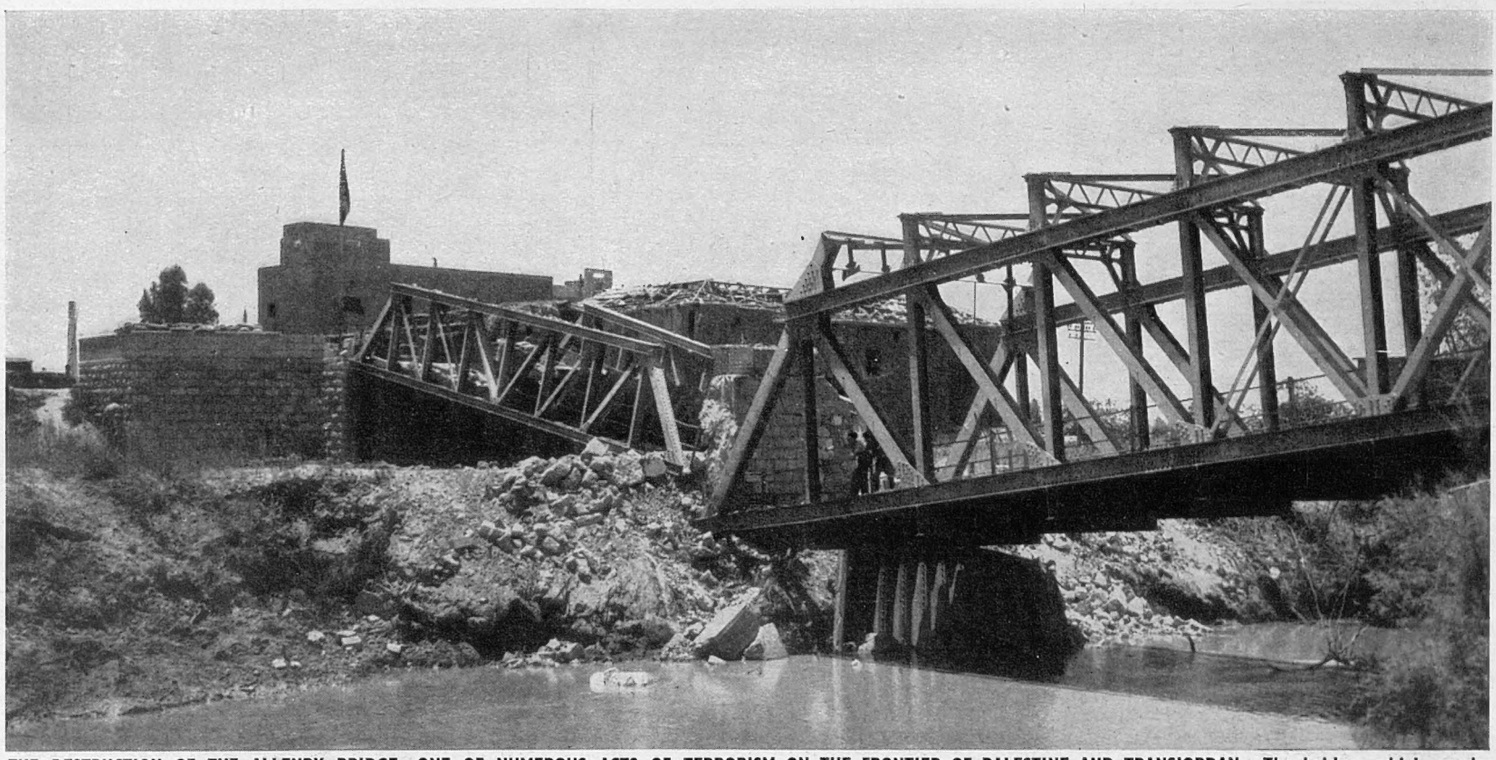


THE LITTLE CAT AND THE BIG CROWD : There was an amusing interlude at Lord's last Saturday when a grey cat invaded the playing field



THE FIGHT FOR THE WORLD HEAVYWEIGHT CHAMPIONSHIP : Billy Conn goes down to defeat in the eighth round at the Yankee Stadium, New York. The Irish-American challenger about to hit the canvas after two vicious punches from Joe Louis, the Negro holder of the title. The fight, which was watched by a crowd which paid over £500,000 entrance money, was a very great disappointment. For the first seven rounds Conn did nothing but avoid Louis

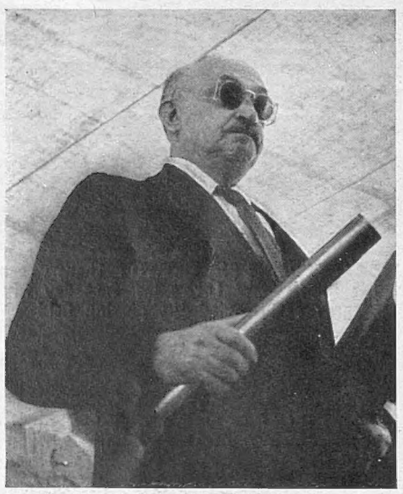
OVER THE WALL AT THE WHITE CITY : Miss Audrey Taylor on Silver Sand in the Under 16 Jumping Competition in the National Horse Show. Miss Taylor and her mount gave a superb display and Silver Sand won the event with comparative ease. Brilliant sunshine favoured the second and third days of the Show. The jumping over a test course for the "Country Life" Cup produced some spectacular riding. In this event there were several faultless rounds, and the wall and rails had to be raised respectively to 4 ft. 9 ins. and 5 ft. 3 ins. The eventual winner was Mr. Woodhall's mare Marina



THE DESTRUCTION OF THE ALLENBY BRIDGE—ONE OF NUMEROUS ACTS OF TERRORISM ON THE FRONTIER OF PALESTINE AND TRANSJORDAN : The bridge, which carries the main road across the Jordan, was blown up by a party of twenty Jews armed with automatic weapons and with bombs. The terrorists, it appears, were engaged by the police in a running battle, and blew up the bridge as they retreated. The repair of the bridge will take at least two months

THE DESTRUCTION OF THE JORDAN BRIDGES

New Acts of Terrorism on the Borders of Palestine



A LEADER OF JEWISH THOUGHT : Mr. Chaim Weizmann, head of the Jewish Agency and Palestine's leading scientist, speaking during the ceremony of laying the corner-stone of the Weizmann Research Foundation at Rehovoth

PAN-ARABIAN CO-OPERATION—NEAR-EASTERN LEADERS AT A MEETING OF THE ARAB LEAGUE IN JERUSALEM : Dr. Izzat Tannous, Secretary of the Arab Higher Committee; Dr. Omar Jabiri, Syrian Consul-General; Ahmad Zaki, Iraqi Consul-General; Abdul Azziz Kohaimi, Saudi-Arabian Consul-General; and Jamal Bey Hussein, Chairman of the Arab Higher Committee

A LEADER OF ARAB OPINION : Jamal Bey Hussein (right), Chairman of the Arab Higher Committee, addressing the meeting of the Arab League in Jerusalem. He sternly repudiates the Anglo-American plan

AFTER THE BATTLE AT THE ALLENBY BRIDGE : The bombed bridge and, in the foreground, the damaged Customs house following the outbreak of terrorism on the borders of Palestine and Transjordan

After a comparative lull of several months, trouble in Palestine has flared up anew, and on June 16 there was a concerted attack on the bridges linking Palestine with the State of Transjordan, four railway and four road bridges being destroyed in a period of twenty-four hours. It was known almost at once that these widespread attacks were the work of armed Jews, and at the Allenby Bridge, the main road-link with Transjordan, over twenty terrorists, equipped with bombs and automatic weapons, were in action against the police. At the same time, six armed Jews blew up the Bridge of the Daughters of Jacob, which also spans the Jordan, while a party of thirty attacked the railway bridge at Wadi Gaza. Although bombs were thrown, only two pillars of the Wadi Gaza bridge were damaged, the steel structure remaining intact. An officer of the Royal Engineers was killed at Jisr Damia when a mine exploded while he was engaged in dismantling it in its position beneath a bridge. On the same night Arab activity was also reported, notably around Gaza

JEWISH REFUGEES SEEK TO ENTER PALESTINE

The "Haviva Reik" and the "Eliahu Golomb" Reach Haifa Laden with Illegal Passengers

"KEEP THE GATES OPEN, WE ARE NOT THE LAST": These were the dramatic words inscribed on the banner hoisted on the deck of the refugee ship *Haviva Reik* which arrived recently at Haifa, Palestine, with 450 Jewish people aboard, all seeking entry into the Holy Land. The passengers, who were on board for twelve days, suffered great hardships en route, 300 of them being confined in the tiny, airless holds

THEIR FATE IN THE BALANCE: Refugees from the *Eliahu Golomb* seen on arrival at Haifa, where they were placed under supervision pending the settlement of their case. Since the close of the war several thousands of Jews have attempted to obtain illegal entry

HAIFA TAKES CARE OF THEM: Sick refugees from the *Eliahu Golomb* about to enter an ambulance of the Red Shield of David First Aid Society which looked after them immediately on arrival in Palestine

THE REFUGEE SHIP "ELIAHU GOLOMB" REACHES HAIFA: This vessel had on board over 1,000 Jews wishing to enter Palestine. On their behalf appeals have been made to Mr. Attlee and President Truman, urging that these men and women shall not be sent back to Europe

Of recent months THE SPHERE has published pictures on several occasions of ships attempting to reach the shores of Palestine laden with Jews seeking to obtain entry into the Holy Land. Most of these ships have been stopped en route, but the desire to settle in Palestine continues to animate many of the Jewish people of Europe, and there is no sign that these attempts will become less frequent, particularly in view of the recommendation by the Anglo-American Committee of Inquiry that 100,000 Jews should be admitted to the Holy Land immediately. One of the arriving vessels bore on its deck a banner bearing the words: "Keep the gates open, we are not the last," and those who witnessed the arrival of the ship were moved both by the eagerness of the people and the evidence of the hardships they had endured during the sea journey.

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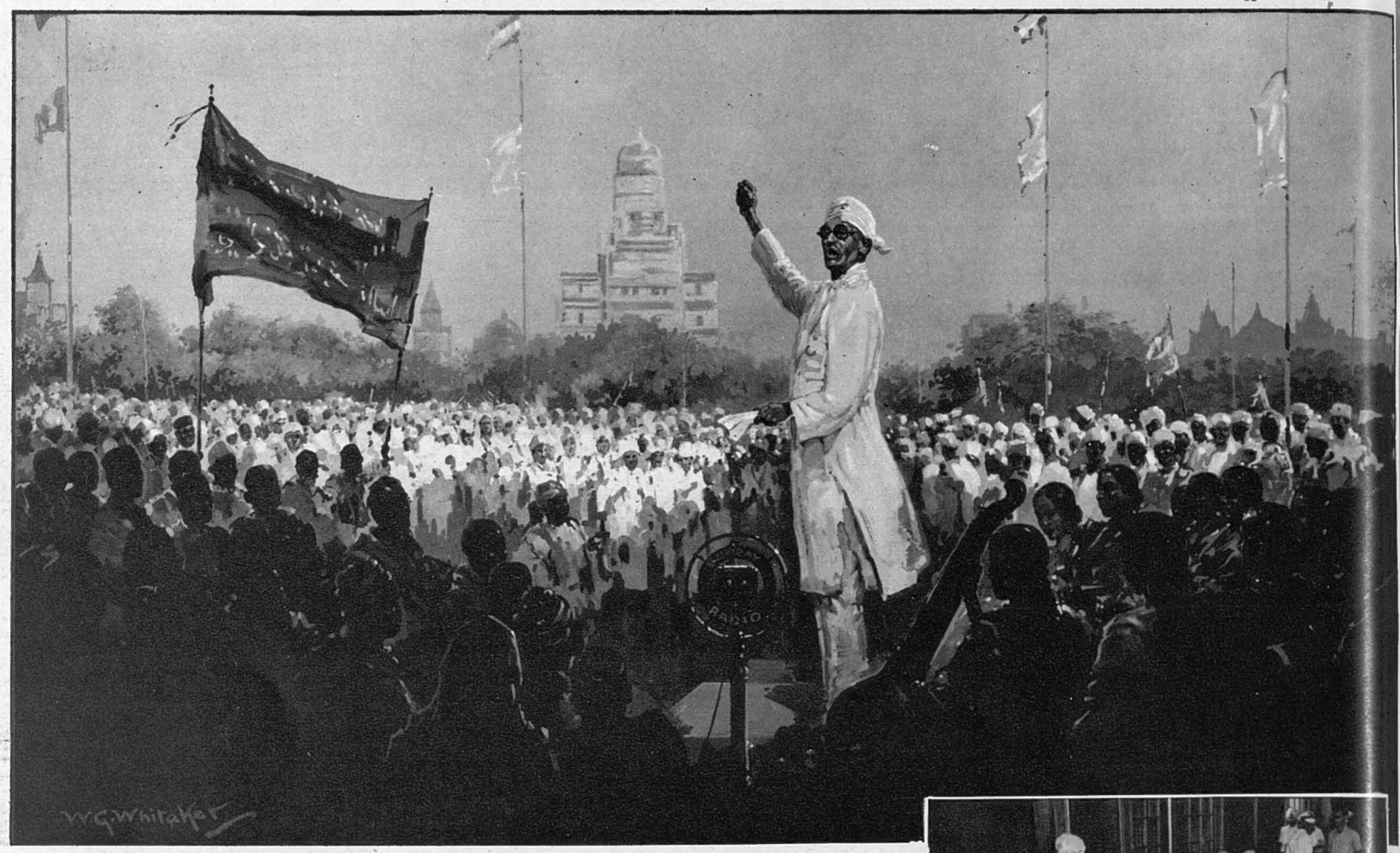
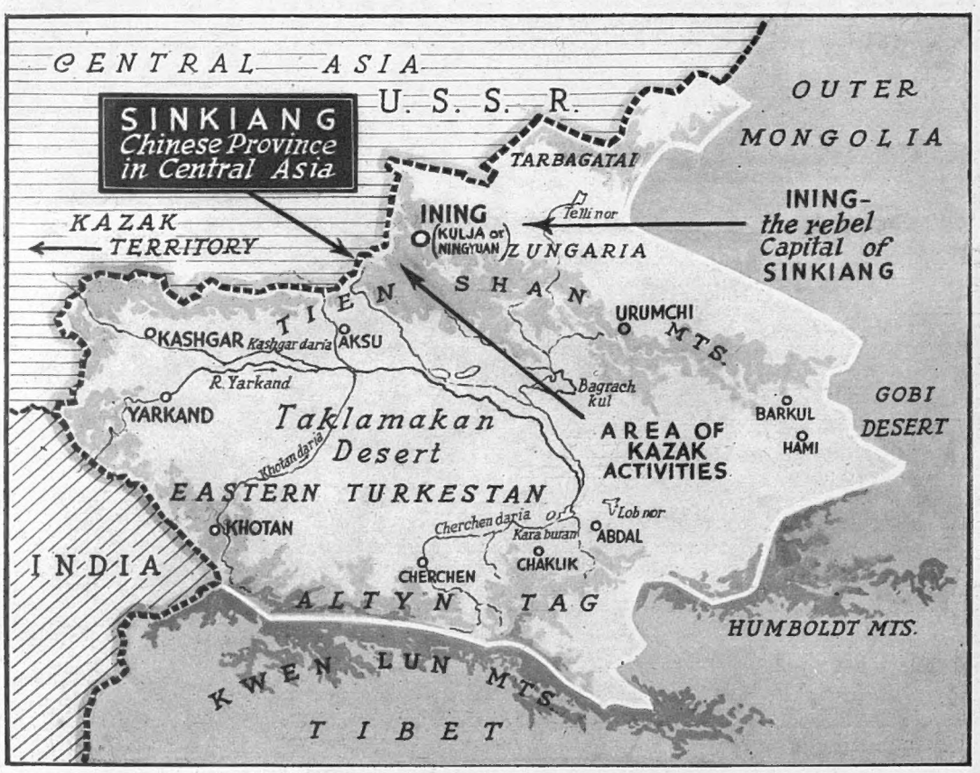


CONGRESS DECLAIMS—A HINDU SPEAKER ADDRESSES AN OPEN-AIR AUDIENCE IN ONE OF THE PUBLIC SQUARES OF BOMBAY: Since the British Cabinet Mission proposed an Indian Interim Government, such meetings have been taking place throughout India, and the Congress Party has been at pains to explain its national character—*Drawing by W. G. Whitaker*

After the recent proposal that an interim Government should be set up in India, there followed the usual by-play between the major parties, and many open-air meetings were held throughout India. Mr. Gandhi urged that the Congress Party could only preserve its national character by putting forward an independent Muslim as one of its candidates for Cabinet rank, a proposition which Mr. Jinnah, as leader of the Muslim League, who claims to speak for all Muslims, could hardly be expected to accept, even though this would allow of six Muslims in the Cabinet to five Hindus. While negotiations were proceeding last week the formation of the interim Cabinet hung fire, but the Cabinet Mission urged that the parties should settle their differences quickly, as continuing indecision could only breed further trouble

LORD PETHICK-LAWRENCE EXPLAINS: The Secretary of State for India addressing Indian and foreign Press representatives at New Delhi after the announcement that the Viceroy proposed to set up an interim Government for India with Muslims, Hindus and others fully represented in the Cabinet. Mr. A. V. Alexander is on the Secretary of State's right hand and Sir Stafford Cripps is on the left



A COMPROMISE IS REACHED IN CHINA'S FAR WEST: A sketch-map of the Province of Sinkiang which, under the name of the Eastern Turkestan Republic, attempted in 1944 to break away from the Chinese Government. It has now been brought back into the fold, but the Kasak tribesmen have been offered certain advantageous conditions

Sinkiang, that little-known and remote province of Western China, has come into the news again of late as a result of the signing of an agreement between the Chinese Nationalist Governor (the representative of Generalissimo Chiang Kai-shek) and the Kasak tribesmen. These tribesmen, who are largely Muslims, attempted in 1944 to set up a State known as the East Turkestan Republic, and they created their own capital at Ining. Generalissimo Chiang Kai-shek visited Urumchi, the old capital, in the autumn of last year, and, as a result of the negotiations which took place on that occasion, a happy compromise was reached. The Kasaks emphasised that they would be willing to accept autonomy rather than independence, and the Chinese Nationalists put forward a ten-point programme granting constitutional reform and a large measure of home rule within the province. The Soviet Consular authorities are said to have assisted in bringing about the agreement and the final ratification took place a fortnight ago

ASIA IN CONFLICT

NEWS FROM A TROUBLED CONTINENT

India at the Cross-roads—Sinkiang and the Autonomous Kasak Movement—French and Siamese Clash on the Mekong River

GENERALISSIMO CHIANG KAI-SHEK AT CHANGCHUN: The Chinese Nationalist leader seen during his recent visit to the Manchurian capital following the declaration of a fifteen-day truce in the civil war. During the fighting in Manchuria, the Nationalist troops have gained considerable ground

***Above*—ON THE TROUBLED INDO-CHINESE FRONTIER :** Cambodian women and a beggar seen outside the walls of the temple of Angkor Vat. Angkor lies near the Siamese border, where of recent weeks there have been clashes between French forces and Siamese raiders—*Drawing by W. G. Whitaker*

***Below*—FRENCH TROOPS AND SIAMESE IRREGULARS CLASH ON THE MEKONG RIVER :** A diagrammatic sketch showing the nature of the country on the border between French Indo-China and Siam. As a result of the disturbances Siam has protested to U.N.O.—*Drawing by E. G. Lambert*

One more troubled frontier has claimed public attention in the last few weeks as a result of the Siamese protest to the United Nations regarding the alleged high-handed methods of French regular troops on the Mekong River border between Indo-China and Siam. Accounts from the French side and the Siamese side have naturally been conflicting, but it is evident that there have been clashes on the Mekong between General Leclerc's men and the Siamese, who stand firmly for the retention of the Cambodian and Laos Provinces which were granted them in the Japanese award of 1941. The clashes have in some instances been of a most serious nature, and last month it was reported that French troops actually bombarded the town of Makorn Panom and used machine-guns against Siamese villagers. At the time of writing, these clashes are about to be considered by the United Nations in New York, but, whatever the result of their deliberations, it seems clear that there is a need for a straightforward delimitation of the boundary-line between Siam and Indo-China. Meanwhile, in Indo-China itself France has preoccupations enough, and her troops are attempting to keep the peace in a country now in the throes of vast political change. When the French returned to Indo-China at the close of the Pacific war, they met with resistance from the native independence movements, and lately those claims for independence have been conceded. As a result, the new Viet Nam Republic has been set up, comprising Annam and Tongking, and by successive steps it is hoped that the new country shall march to full independence

The POLITICAL PILGRIMAGE of GENERAL DE GAULLE

After His Brief Retreat at Marly, he Re-emerges into the Limelight of French Affairs

By FERDINAND TUOHY

CHARLES DE GAULLE is one of those personages about whom it is always safe to write in advance. He may go out of power; he may be sped into the political wilderness; he may be deposited "safely with history." Barring acts of God, his tall shadow goes strolling on.

That seems to me just what the General has been doing since he abruptly closed down his Government in January—a sort of ambulatory progress, a promenade or pilgrimage broken by long spells at his table, writing, and in the meditative or conversational armchair.

From the first he confounded those who said he was through ("all washed-up") and that so ambitious and swollen-headed a man would either (*a*) lock himself up in an ivory tower, a private world of thinking magnificently, or (*b*) lose not a second in working off his spleen and frustration in vindictive memoirs. He went to a five-room hunting-lodge in the woods of Marly-le-Roi, 25 miles from Paris, and sat down to write a centenary introduction to the best-known prose-work of his spiritual ancestor, Alfred de Vigny. This marked the commencement of his present pilgrimage—days spent over *Servitude et Grandeur Militaires*, as a colonel on retired pay (£41 pension a month, according to American agents who reported the General as not interested in the money aspect of his memoirs).

De Vigny's life was completely upset by his notorious affair with Marie Dorval. The second compelling influence in it was an anglophilia that went far beyond taking an English wife. Very little De Gaulle in either of these manifestations: the connection comes with Vigny as soldier-philosopher.

The fine-wrought fairbeard who was to be idolised by the Romantics served as a Regular under Napoleon, and the result was that he hoped "some day definite bounds would be set to the absolute commands given to the Army by Sovereign Authority, which has fallen so frequently in our history into unworthy hands." Faced by the Pétain crew, De Gaulle dared precisely to disobey orders and respond to the call of self-imposed duty. He did what Vigny craved to do—fulfilled the poet's work in its inner spirit.

Again, whose is this? "I approve of the self-contained character. . . . Under its apparent coldness lies the modesty which is a necessary adjunct to true feeling. There is also a trace of disdain, good currency for the settling of human affairs." De Vigny or De Gaulle?

It is with the poet's monastic philosophy of Army life, its consecrated, dedicated side, that the General finds himself in deepest accord. He evokes "a rule of perpetual constraint, a destiny of misery, a vocation of sacrifice from which soldiers derived their satisfaction," and goes on: "Like those of the past, the soldiers of to-day are in need of a single faith to unite them, kindle their hearts and ennoble them. . . . Can one conceive of an international order such as our times want to institute without a military force to establish and defend it?

"Never was the pride of arms more justified or necessary than now," answers the General, and he concludes: "Without any doubt, military servitude will before long appear as heavier than ever. Soldiers will find, as did their forbears, that their honour will be confounded with their sacrifices." It is known that the General takes a dim view of the prospect of avoiding war, and these sombre words give the clue to why he wrote his Introduction.

Flash from Paris:

"Friends of General de Gaulle think he might stage a come-back if a new political and economic crisis, something much graver than the troubles of the past months, were to threaten serious disorder in France. They visualise his agreeing to step in to play the role of elder statesman."

The elder statesman is fifty-five, and report from Marly is that not for years has he known such well-being. "The New Man," this report is headed, and it proceeds: "The long rest and vigorous walking make him appear ten years younger. For the first time in six years he is able to indulge his penchant for taking an interest in small things such as the house he lives in, books, people around him, and nature." The chief people around him being Mme. de Gaulle, "a housewife par excellence," and Augustine, "preparer of excellent foods, who, since London days, has been one of the General's most passionate partisans."

The General gives no interviews, but he sees a few intimates, and presently an authentic version seeps out, accounting for his abrupt walking-out act. In his Government all save non-party and technical Ministers (who were few) were far too much occupied by party politics and not enough with the future of France. "Party bickering may prove fatal to democracy." While it not only continues but intensifies, the elder statesman feels sufficiently restored by nature and by Augustine, to set off on a pilgrimage.

Now, whatever one may think of this unbending character—and pretty nearly everything has been done except to assail his morals and integrity—one must hand it to the General for his flair for the surprise act. It was all Lombard Street to a China orange that the national fête day of Joan of Arc would see this devout Catholic, this begetter of the Cross of Lorraine, this well-known Joan fan and fanner of her *mystique*, at the foot of the little golden statue facing the Tuileries Gardens. But that was to overlook a more apposite and recent heroic figure, in the estimate of the General, who set off for Clémenceau's tomb instead of the Rue de Rivoli.

Clémenceau once waved up to the copse where lay his father, and said that was where he intended to be buried too. We were on the point of leaving for America and I was "tying up the pieces" at St.-Jard-en-Vendée. So I wondered what the old agnostic would have thought about this devout soldier-hero of the Church picking on his grave for a political gesture. I think old Clem would have said "*Vas-y!*" "Get on with it." Anyway, that's what De Gaulle did, and it is quite clear why he chose to make this pilgrimage when he did.

After bringing victory, Clémenceau did not wish the Republic to slip back to its previous regime of swing-door, in-and-out Governments. He asked for seven years at the Elysée, but they feared he was weaving up to be a dictator. What supervened? Twenty years of swing-door Governments and then catastrophe. "Father Victory," who thought only of France and could have been the symbol of unity, was left to write about *Grandeur et Décadence*.

More than that, one can hear De Gaulle as good as saying from the lonely grave: "If Clémenceau hadn't been so old, he would have succeeded in his opposition to Germany's keeping her dominance on the Rhine. He foresaw that putting Germany on her feet would lead once again to calamity for France. To-day we are forced to listen to exactly the same counsels and guarantee talk as in 1919, and unless we deny them, destruction will again follow for France, as night follows day."

I don't know if the General has yet changed residence to Colombey-les-Deux-Églises, in the Marne department, which is to be his permanent home. He may have returned to Marly, from the Vendée, and there continued calmly and judicially with his memoirs. At all events, one or two things soon happened, important for him. Inside France, the stand he took won at the Referendum, and the Party he breathed to life, M.R.P., won at the polls. Outside France, a species of Christian Democrat Western Bloc began to design itself in Italy, Holland, Belgium, Austria, Luxemburg and South-West Germany. It even had firm root as far east as Hungary, and as far west as Spain and Portugal.

All of which, naturally, enhanced the chances of the elder statesman who had been deposited safely with history, and who now decided to set off again on pilgrimage. He had been invited to the Paris Assembly, as guest of honour, on June 18, his very own day, but he announced a prior engagement at Bayeux. Actually he went there two days before, because he had something else in store for June 18.

The passage by the beach of Courselles reminded how the General had had difficulty in getting across to France in June 1944, he, the then living spirit of all the French. Conservative, Catholic Bayeux was, of course, a push-over—though how could even local Communists ever forget the modest stroll of this undecorated brigadier up the main street that delirious day two years ago?

As for the Bayeux address, it may have been a major political act, with De Gaulle quitting his lofty perch and definitely taking sides against the Left, in the Constitutional struggle, yet it can have held little new for those who followed the General's views in London, in 1943. Why, I recall writing a piece here, asking what Britain would do about it when De Gaulle came to be President of the Fourth Republic, and that he was strongly attracted to the American Presidential system of government. After elaborating a resembling regime at Bayeux, the General had the satisfaction of hearing that the majority-party, M.R.P., wholeheartedly approved; and the pilgrimage continued.

This time it took the pilgrim to Mt. Valérian, the famous fortress-hill overlooking Paris, where 4,500 of the Resistance were shot by the Germans. De Gaulle kindled a flame to them, in the crypt; even as, at Bayeux, he had shaken hands with the political deportees and the veterans of the First (Resistance) Army under the tree of liberty planted on the first of Germinal in the year V, 149 years ago.

Yet Socialists and Communists are not deceived. They respect and honour this man in a way that certain foreign Governments might appreciate more than they do; but they see in him a protective screen for the Church and Reaction. They point out that in his Address to France he omitted to mention the social revolution, and they recall how, when in power, he spent his time seeking French greatness instead of attending to the bitter domestic needs of the people. I imagine that if the General *did* return to power, strikes would be loosed off, which Thorez has heretofore forbidden; and that the French having realised how lucky they've been, without strikes, this may tell against De Gaulle's chances.

Meanwhile, I look keenly forward to the General's announcement of his next previous engagement.

GENERAL DE GAULLE IS FÊTED IN THE STREETS OF BAYEUX: The General acclaimed by the populace during his visit to the town on the second anniversary of his return to French soil. Breaking the self-imposed silence which he had observed since withdrawing from office, General de Gaulle thrust his ideas boldly into the political arena. He spoke with particular reference to the French Constitution and urged, among other things, the separation of the legislature, the judiciary and the executive, very much on the federal lines existing in the United States to-day

THE "HERCULES" EN ROUTE FROM CULVER CITY TO THE GRAVING DOCK AT TERMINAL ISLAND, CALIFORNIA: The giant fuselage of the world's largest flying-boat seen during its 28-mile journey. The eight-engined transport Clipper has been built by the Hughes Aircraft Company, and after assembly at Terminal Island it is hoped that it will make its initial flight in the early part of next year. The "Hercules" has so far cost nearly £5,000,000, and expenses are still mounting

THE COLOSSUS OF CULVER

The World's Largest Flying boat, "Hercules," Makes a Road Journey to the Sea

One writer describing the flying-boat "Hercules," the eight-engined monster transport built at Culver City by the Hughes Aircraft Company, has said that it has accommodation for 400 troops, a large tank, and fifty politicians. The "Hercules" is certainly the largest machine that has ever been built, and the progress of its construction has been attended by a blaze of publicity which will doubtless reach its climax at the beginning of next year when it makes its maiden flight on leaving the graving dock at Terminal Island, where it is now being assembled. Mr. Howard Hughes originally had a contract from the United States Government for three of these machines, and they were to cost a total of £4,000,000 for the three. The "Hercules" alone has already cost just under £5,000,000, and some time ago the U.S. Government saw fit to cancel its order for the other two. Some idea of the size of the "Hercules" may be gathered from the fact that the area of the tail is three times the area of a Liberator's wing. The eight Pratt and Whitney Wasp engines will provide 28,000 h.p. for the take-off. Mr. Howard Hughes, builder of the "Hercules," has had a spectacular Hollywood career, and was responsible for the launching of the film *Hell's Angels*. He is a pilot of ability

THE "HERCULES" PROVIDES A PUBLIC SPECTACLE AS IT IS TRANSPORTED ACROSS CALIFORNIA: *Left*—One of the wings of the giant flying-boat being manœuvred across a pontoon bridge when on the way to the graving dock at Terminal Island, where it is now being assembled for its maiden flight. The negotiation of this bridge alone took over an hour. *Right*—The fuselage being edged out of the hangar at Culver City. The Clipper is built of Wisconsin birch, and it has a gross weight of 180 tons. When afloat the pilot's cockpit will be poised nearly 30 ft. above the water

TRAGEDY IN INTERNATIONAL TANGIER : A British doctor with a new-born Riff baby which had been brought into the port by its mother, as there is no food in the mountainous Riff country and most of the men have gone to Spain in order to join General Franco's Army

A TRAGIC CASE OF MALNUTRITION : Dr. Quarrington, of the British Assistance Committee in Tangier, examining a Riff child showing all the symptoms of long-continued starvation. The Committee distributes food and drink daily to the destitute Riffs

A Foreign Survey

The TRAGEDY of the STARVING RIFFS

Minailovitch in Court—A Pretender to the Japanese Throne—Open-cast Coal-mining in the U.S.

Long-continued drought has brought disaster to the eastern zone of Spanish Morocco, and many of the women and children in the Riff country are starving. In view of the desperate situation, some of the menfolk have enlisted in Franco's Foreign Legion, and are now serving in Spain, where they have been lured by promises of food and aid for their families. Meanwhile, the women and children, unable to hold out any longer in face of famine, have been struggling into the international port of Tangier, and there they are receiving the help of a British Assistance Committee which has been set up by the residents. Many of the starving Riffs die on the way to Tangier, but those who do arrive are allowed to enter the town and they receive a daily issue of food. Doctors are helping with the work, and they find that some of the children are in a state of advanced malnutrition and are suffering from many of the chronic ailments which malnutrition brings. If more of the Riff people continue to crowd into the town, it will be impossible for the Committee to cope with them

GENERAL MIHAILOVITCH AFTER SIX DAYS IN THE WITNESS-STAND : The bearded Chetnik leader leaving the War Crimes Court at Belgrade at the close of a session during his trial on a charge of collaborating with the Germans. Much of the evidence was of a confusing nature, but as the trial wore on it became apparent that the General's men, with or without orders, had fought the Partisans, led by Marshal Tito, and that they had in some instances made pacts of non-aggression with the local Italian units

A NEW FIGURE MAKES HIS APPEARANCE UPON THE BIZARRE ASIATIC SCENE : This is the so-called Emperor Hiromichi, and he is seen with his wife and children. Hiromichi claims that he is the rightful Emperor of Japan, one of his ancestors having been defrauded of the throne five centuries ago. Through his Grand Chamberlain, also self-styled, he recently announced that he was about to start a campaign to regain his throne, urging as grounds for his claim that Hirohito, being tainted by war guilt, should be deposed. The Chamberlain has also declared that Hiromichi might even be prepared to rule over a Communist regime

OPEN-CAST COAL-MINING IN THE UNITED STATES: A giant shovel (background) for removing the "overburden" and a smaller shovel (foreground) for working the seam in operation at Georgetown, Ohio, where large quantities of surface coal are now being obtained

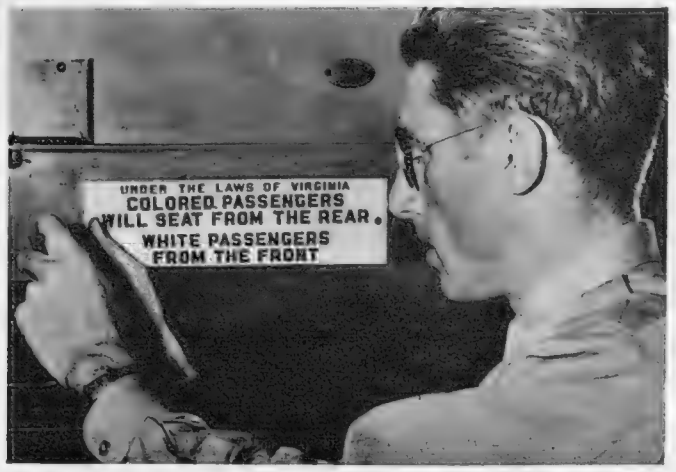
GETTING COAL THE EASY WAY: Tipping 7 cubic feet from a surface seam into a waiting lorry. Another scene at the open-cast coal workings at Georgetown, Ohio, where large tonnages are being obtained by the simple inter-operation of two mechanical scoops. The larger scoop, which is shown in the picture on the left, is employed solely in removing the "overburden," dumping it down in a part of the workings which have already been mined. The coal is all of good quality, and it is already proving of value in supplying the factories at neighbouring Cincinnati. As in Britain, there is a considerable coal shortage in the United States, and in some areas it is already leading to a slowing-up in the production of consumer goods

U.N.R.R.A. PLAYS ITS PART IN THE REHABILITATION OF MODERN CHINA: Giant packing-cases, loaded with 150-kw. Diesel generating units, being transported on barges in the Soochow Creek, Shanghai. The generators had just been unloaded from the cargo steamer *Atwater Park*, inward bound from Vancouver, and they will be sent by U.N.R.R.A. to various parts of China, where the municipal plants have been shattered by the war

APPROACHING THE END OF THEIR LONG ORDEAL: Evacuees, mostly Dutch and Eurasians, being strapped in their seats before leaving an airfield in Central Java en route to the ports of Batavia and Samarang. Already 1,000 of these people, many of whom were interned under the Japanese administration and were caught up in the subsequent civil strife in Java, have been evacuated by No. 31 Squadron of the R.A.F. Before the work is finished, 30,000 evacuees will have to be transported by land, sea and air. On arrival at the ports of Java, the Dutch are despatched to Holland by the first available troop-ship. Most of the people in this Dakota had never before travelled by air. They invariably show themselves most grateful to the men of the R.A.F.

MEET "OLE," THE SWEDE! He is a tailor's dummy, neatly dressed and wearing black spectacles, and rides in the back seat of the saloon car driven by Mr. R. C. Johnson, a retired Seattle land agent. Mr. Johnson, who has a hatred of hitch-hikers, often uses two of these dummies, and his idea is to stop people from "thumbing" a lift when he is out driving. He declares that the dummies are thoroughly likeable companions, particularly as they never talk

A BAD BREAK FOR THE UMPIRE: Mr. Pasarella, who was in charge of the baseball game between Philadelphia Athletics and Washington Senators, receiving first-aid after he had been hit on the jaw by the ball. Pasarella's jaw was dislocated, and he found it impossible to close his mouth. He had to be taken off to hospital



AMERICA AND THE COLOUR BAR: The conductor of a bus operating between Washington, D.C., and the State of Virginia removing a race-segregation sign from the interior of his vehicle. This act followed the ruling of the United States Supreme Court that Virginia's State Segregation Law is unconstitutional with respect to inter-State buses. This also applied to Washington, which is situated in the Federal area, known as the District of Columbia

THE GROWTH OF THE HOUSE OF SAVOY: Three sketch-maps showing ***(left)*** Italy in 1789 before the Napoleonic era and when Italy consisted of a number of separate states. At that time the House of Savoy ruled in Savoy, Sardinia and Piedmont. ***Centre***—Italy after the unification in 1861, when King Victor Emmanuel II ruled the greater part of the country, only Rome and Venice remaining under separate control. ***Right***—Italy in 1922, when the whole country was united under King Victor Emmanuel III

The RISE and FALL of the HOUSE of SAVOY

And Some Disturbing Political Developments in Modern Italy

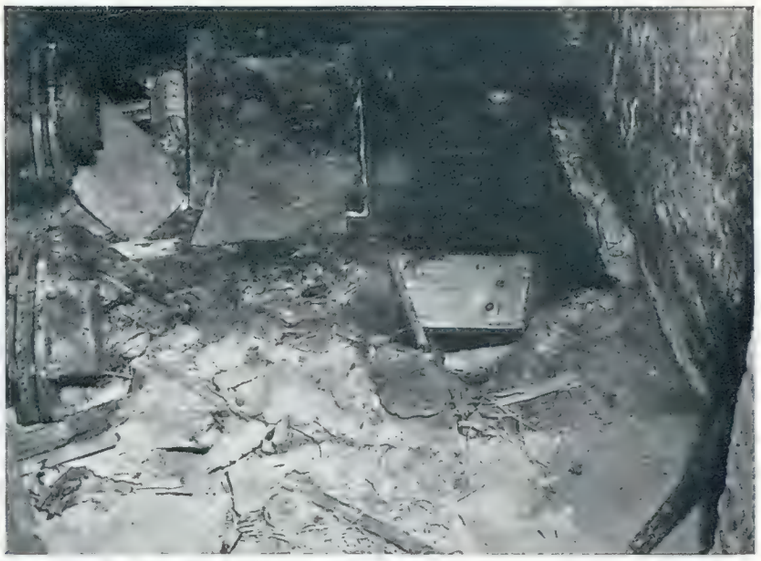
The history of modern Italy is linked essentially with the fortunes of the House of Savoy, and the recent abdication of King Victor Emmanuel III, followed a few weeks later by the abdication of his successor, King Umberto II, brings to an end an epoch in Italian affairs. In the task of unification the name of King Victor Emmanuel II, of his brilliant Minister, Cavour, and of the revolutionary warrior Garibaldi, stand out with that of the Republican Mazzini. King Victor Emmanuel II was born in 1820 in Piedmont, which, together with the Duchy of Savoy and the Kingdom of Sardinia, formed the sole territory of the House of Savoy at that time. With Cavour to help him, Victor Emmanuel waged war on Austria and liberated Lombardy. Tuscany, Modena and Parma soon revolted and united themselves to Piedmont, while Garibaldi's conquest of Sicily and Naples added the whole peninsula, save Rome and Venetia, to the new united Italy. Of this union Victor Emmanuel was declared King on February 26, 1861, and the inclusion of Venetia in 1866 and Rome in 1870 completed his realm. Intensely popular, this "Regalantuomo," was the figure about whom all parties of the State rallied, and his death in 1878 was regarded as a deep national loss.

THE ITALIAN MONARCHISTS DEMONSTRATE IN ROME AND NAPLES—SCENES IN THE TWO CITIES AFTER THE ANNOUNCEMENT OF THE RESULT OF THE REFERENDUM ON THE QUESTION OF THE ITALIAN MONARCHY: ***Left***—A young Monarchist, with a dagger in his mouth and a flag in his left hand, being chaired through the streets of Rome. ***Right***—Demonstrators tearing down a Communist poster on the walls of a building in Naples. So violent did the demonstrators become that ex-King Umberto, on the eve of his departure from the country, sent his emissaries to ask the people to respect the results of the referendum

A DISTURBING ELEMENT IN MODERN ITALY—MEMBERS OF GIANNINI'S PARTY OF THE COMMON MAN DEMONSTRATING IN THE PIAZZA DEL POPOLO, ROME: ***On left and on right*—The police taking charge of Giannini's followers who were inciting the crowds following the referendum on the monarchy**

The Party of the Common Man, or U.Q. Party, gained an extraordinary series of successes in the recent General Election in Italy, and Signor Giannini, the leader of the party, now has twenty of his followers in the Italian Parliament. In the elections U.Q. candidates gained over 1,000,000 votes, and there is no doubt that they are becoming a dominant force in Italian politics. In a recent article in THE SPHERE Ferdinand Tuohy emphasised that this party is Fascist in tendency, and it is significant that whenever members of the U.Q. get together it is inevitably in an atmosphere of old-time Fascism, with the familiar clamour for Trieste and Zara foremost among their battle-cries. One of Giannini's main precepts is "Let government be the business of experts and technicians, and let the old-style politician be discarded." Giannini is said to be a spellbinder on the political platform. He is more subtle in method than Mussolini, and he is armed with the rapier of lightning wit. It is probably this latter attribute that has won him such a measure of popular support

WHERE THE LOOTING TOOK PLACE: The Castle of Kronberg on the Friedrichshof estate, near Frankfurt, in which the Crown Jewels of the Grand Duchy of Hesse were hidden when Germany went down to defeat. Subsequently the jewels were reported to be missing, and last May they were found in most dramatic circumstances in Chicago



THE COAL-CELLAR AT KRONBERG CASTLE IN WHICH THE CROWN JEWELS OF HESSE WERE SECRETED AT THE CLOSE OF THE WAR: It was evidently in this obscure hiding-place that they were discovered, and nothing was heard of them again until they turned up in such incredible circumstances in Chicago. The trial of Durant and his associates was at once ordered, but the charges were not made known

THE AMAZING STORY OF KRONBERG CASTLE

And the Loss of its Jewel-treasures

It is a far cry from Kronberg Castle, in the heart of the American zone of conquered Germany, to the baggage locker of a Chicago railway station, but such has been the journey of the Crown Jewels of the Grand Duchy of Hesse-Darmstadt since they were looted from Kronberg. The jewels, which included many valuable gems and manuscripts linked with Queen Victoria, are valued at £375,000. At the close of the World War they were hidden in a cellar at Kronberg, and now several American officers have been arrested in connection with the looting. Colonel Jack Durant and his wife, Captain Kathleen Nash Durant, who have been married since the looting took place, have been arrested as principals in the crime. Meanwhile, the United States Army headquarters has announced from Frankfurt the arrest of Major David F. Watson, of Burlingame, California

ARRESTED IN CHICAGO: Colonel Durant ***(left)*** and his wife, Captain Kathleen Nash Durant ***(right)***, who have been held by the U.S. authorities and accused of having had a part in the looting of the Crown Jewels of Hesse. Captain Durant was unmarried at the time of the crime and married her fellow-prisoner on May 28 after return from Germany

SOME OF THE LOOT: Lieut.-Col. Pierce (third from right), of the Provost Marshal's Department in Washington, examining treasures from the Crown Jewels of the Grand Duchy of Hesse. They were brought to light in a baggage locker in a Chicago railway station

MORE OF THE LOOTED TREASURES FROM KRONBERG CASTLE: ***Left***—Serving-dishes and other historic silverware which were finally traced to a railway-station baggage locker in Chicago after being taken from the castle near Frankfurt. ***Right***—Some items, including volumes of letters written by Queen Victoria between 1891 and 1893, and a heavily decorated Bible presented by the Queen to her eldest daughter on her marriage to the Crown Prince of Prussia, afterwards the Emperor Frederick III. Queen Victoria's link with the House of Hesse was through her second daughter, Princess Alice, who married Prince Louis of Hesse-Darmstadt in 1862, who in 1877 became Grand Duke, taking the title of Louis IV. He died in 1892

COAL AND CALORIES: Grimy Ruhr miners carrying safety lamps as they leave the Ewall mine at Buer, near Gelsenkirchen. Despite a recent cut in food, these men still get a much bigger daily ration than other German civilians. Production, however, is not being maintained and absenteeism is rife throughout the industry. The technical efficiency of the mines has been widely praised by visiting experts, and a report on them has just been published by H.M. Stationery Office

The Economic BATTLE in the RUHR

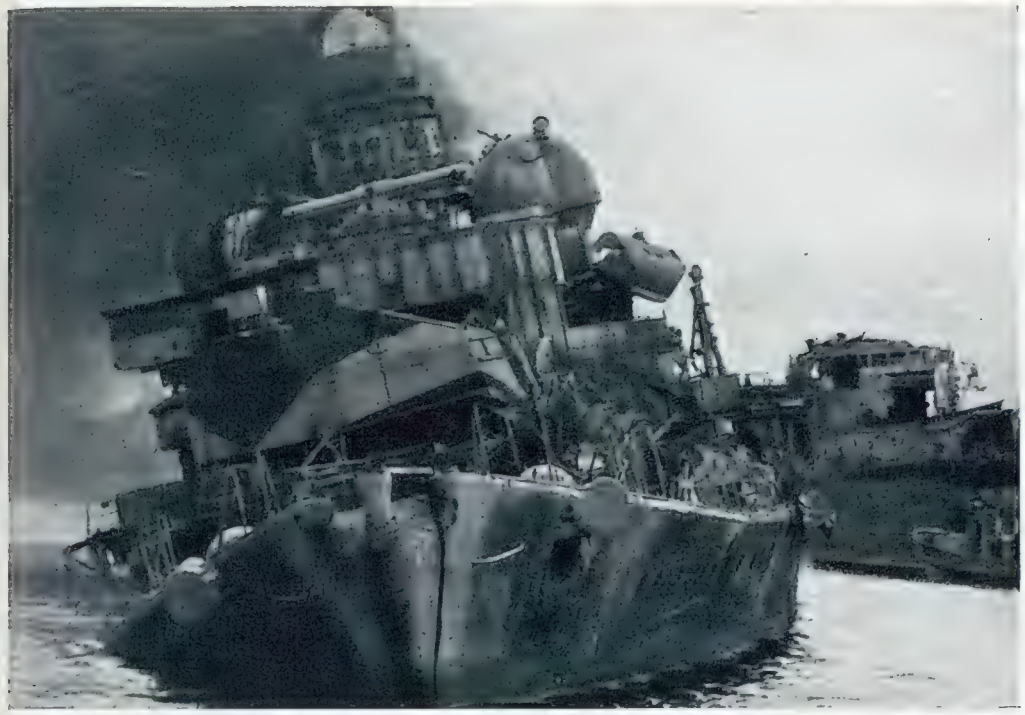
And Other News from the British Zone in Germany

The economic battle of the Ruhr depends almost wholly on the restoration of the mining industry in this vast industrial area of Germany, and in getting the mines restarted the North German Coal Commission has met with a large measure of technical success. Although the surface equipment of the mines was damaged by Royal Air Force bombing and during land fighting, many of the pits are once again in operation, and until last March all appeared to be going well. It was then that the miners, who receive a bigger food ration than other German civilians, had to take a proportionate cut in common with the rest of the population. This led at once to absenteeism, the miners having time off to hunt for food in the rural areas, and this has led inevitably to a big fall in production. The miner remains the best-fed civilian in the British Zone, receiving at least 2,000 calories per day, compared with 1,050 for a non-worker, and the French authorities have reached the conclusion that the Germans are in some areas deliberately adopting a go-slow policy. Recently British mining experts have been visiting the Ruhr to study conditions at first-hand, and they have been deeply impressed by the technical efficiency of the pits. In a special report to the Ministry of Fuel they have advocated that some of the ideas now in practice in the Ruhr should be adopted in the British mining industry

THE COMPLETION OF THE PATTON BRIDGE: This new link between Cologne and its suburbs across the Rhine is named after the celebrated Commander of the American Third Army and was opened recently by General McNarney, who commands the United States forces in the European theatre. The bridge, consisting mostly of Bailey span, is 1,500 ft. long and allows head-room for navigation

AT THE OPENING OF THE PATTON BRIDGE: General McNarney, the United States Commander, in conversation with Lieut.-Colonel Burrows (left), of the Royal Engineers; Brigadier H. E. Pike (the chief engineer, Ist Corps District), and Lieut.-General G. L. Thomas (Commander of the Ist Corps), following the inauguration of the new Rhine bridge which was built by the Royal Engineers, assisted by German labour

General Patton's dash to the Rhine, one of the spectacular events in the closing stages of the war in Europe, is fittingly commemorated by the erection of the new Patton Bridge at Cologne. The bridge, which has Bailey steel ends and an all-steel central span floated into position, is 1,500 ft. long allowing clear head-room for navigation and it is designed to take two lines of traffic. There is also special provision for both cyclists and pedestrians. The Patton Bridge takes the place of an American-built timber pile bridge now considerably weakened by repeated navigational accidents. The 450-ton central span of the new structure was built at a point upstream and it was floated into position after being lashed to four barges



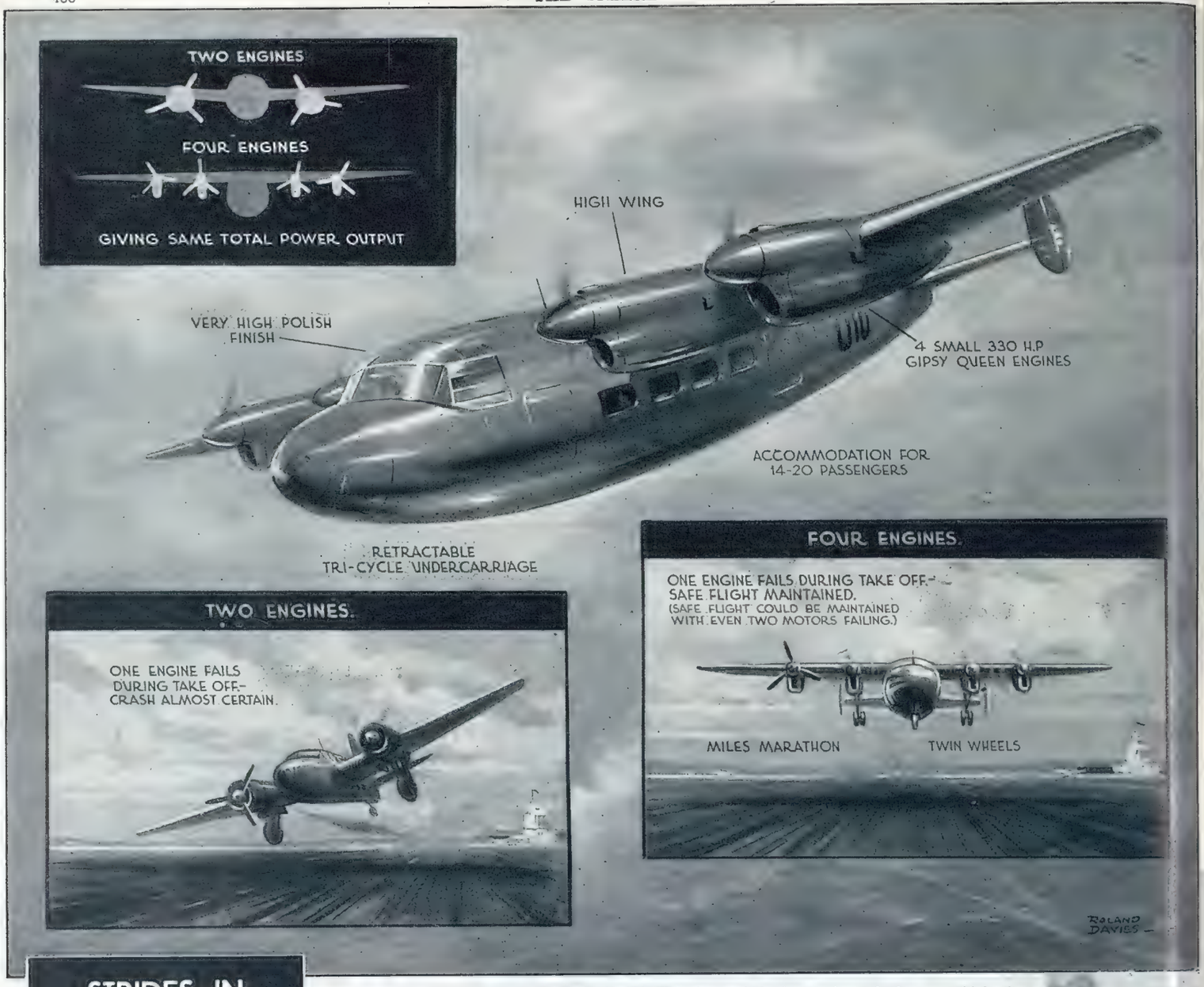
THE LAST OF THE GERMAN CRUISER "HIPPER": The warship on fire in Kiel Harbour, the outbreak occurring while British naval engineers were actually engaged in the task of demolishing the vessel. German fire-floats were ordered alongside in order to deal with the fire, but by then it was completely out of control and the ship had to be abandoned to its fate. The *Hipper* was built in 1937, being named after the German cruiser commander of the First World War, and she was a sister-ship of the *Prinz Eugen*, which the Royal Navy pursued so relentlessly, and of the *Blucher*, which was sunk by torpedoes from shore tubes in Oslo Fjord in 1940 when carrying troops to the Norwegian front

THE FAMOUS MARSHALLING YARDS AT HAMM AS THEY APPEAR TO-DAY: German workmen toiling amid the devastation of the sidings, which were bombed by the R.A.F. with such frequency during the war. At first the bombing brought traffic to a standstill for five or six days on end, but later the station-master organised a gang of shock-workers, who attempted to repair the lines within twenty-four hours of a raid taking place. While the raids were in progress, the railwaymen were accommodated in bunkers equipped to take 5,000 people. In the last days of the war the repair organisation broke down

A TRIUMPHAL WESTPHALIAN TOUR BY THE NEW REGIONAL COMMISSIONER: Mr. Henry Vaughan Berry, the new civilian administrator in the British Zone of Germany, surrounded by girls in national costume from Poland and the Baltic during the course of his visit to the camp for Displaced Persons at Greven, near Münster. Mr. Berry was presented with flowers and other gifts

GERMAN WOMEN POLICE MAKE THEIR BOW IN BERLIN: A recruit to the new force in her uniform of R.A.F. blue, Sam Browne belt, top-boots and white Wehrmacht hat. The authorities in the British Zone are now training the women for traffic duties, but later they will be charged with the task of patrolling. There are about 300 of these German women police so far, and they made their first appearance in Thuringia

A BOUQUET FOR THE COMMISSIONER: Mr. Henry Vaughan Berry receiving flowers from one of the girls at the Greven Displaced Persons' Camp near Münster. Since his appointment Mr. Berry has been making a tour of Westphalia, with a view to obtaining first-hand knowledge of conditions. At Greven he met a large number of Poles, Lithuanians and Latvians, people who cannot return to their own lands on account of political considerations. The province of Westphalia includes the industrial area of the west as well as the rich farming lands of the east



THE MILES MARATHON ON HER MAIDEN FLIGHT: An artist's impression of the new high-wing transport machine undergoing trials from Woodley Aerodrome. Although this medium-range model has a span of only 65 ft., it is equipped with four engines, thus providing a safety margin during take-off *(inset on right)*, whereas a twin-engined machine *(inset on left)* does not have the same chance at this juncture if one unit fails—*Drawing by Roland Davies*

STRIDES IN CIVIL AVIATION

The London Airport Receives Its First Passengers: The Miles Marathon Prototype Tests

All large air-liners to succeed the present interim types will, according to the Ministry of Supply, be powered by pure jet or airscrew turbine units, and one of these machines will be the Miles Marathon (Brabazon Type V A), the prototype of which flew for the first time last month. The Marathon has been designed as a medium to short-range transport, and it has quite unusual passenger and freight capacity. The Marathon has a maximum still-air range of 1,000 miles, and an economical cruising speed of 175 m.p.h. at an altitude of 10,000 ft. The passenger version will have accommodation for between fourteen and twenty people

That London, the largest city in the world, should have an airport in keeping with its importance as a traffic centre goes without saying, and there is no doubt that Heathrow, the new London Airport, will, when the present plans mature, be wholly adequate to the needs of the capital.

The opening of London Airport on May 31 took place in rather dreary circumstances, however, and as there are as yet no proper terminal buildings, the passengers from the British Overseas Airways Corporation Lancaster, inward-bound from Australia, and from the two American Constellation air-liners, inward-bound from New York, had perforce to pass through a tented reception hall and customs house. In addition, the airport was deep in mud, the recent rains having turned the area beside the runways into a veritable quagmire.

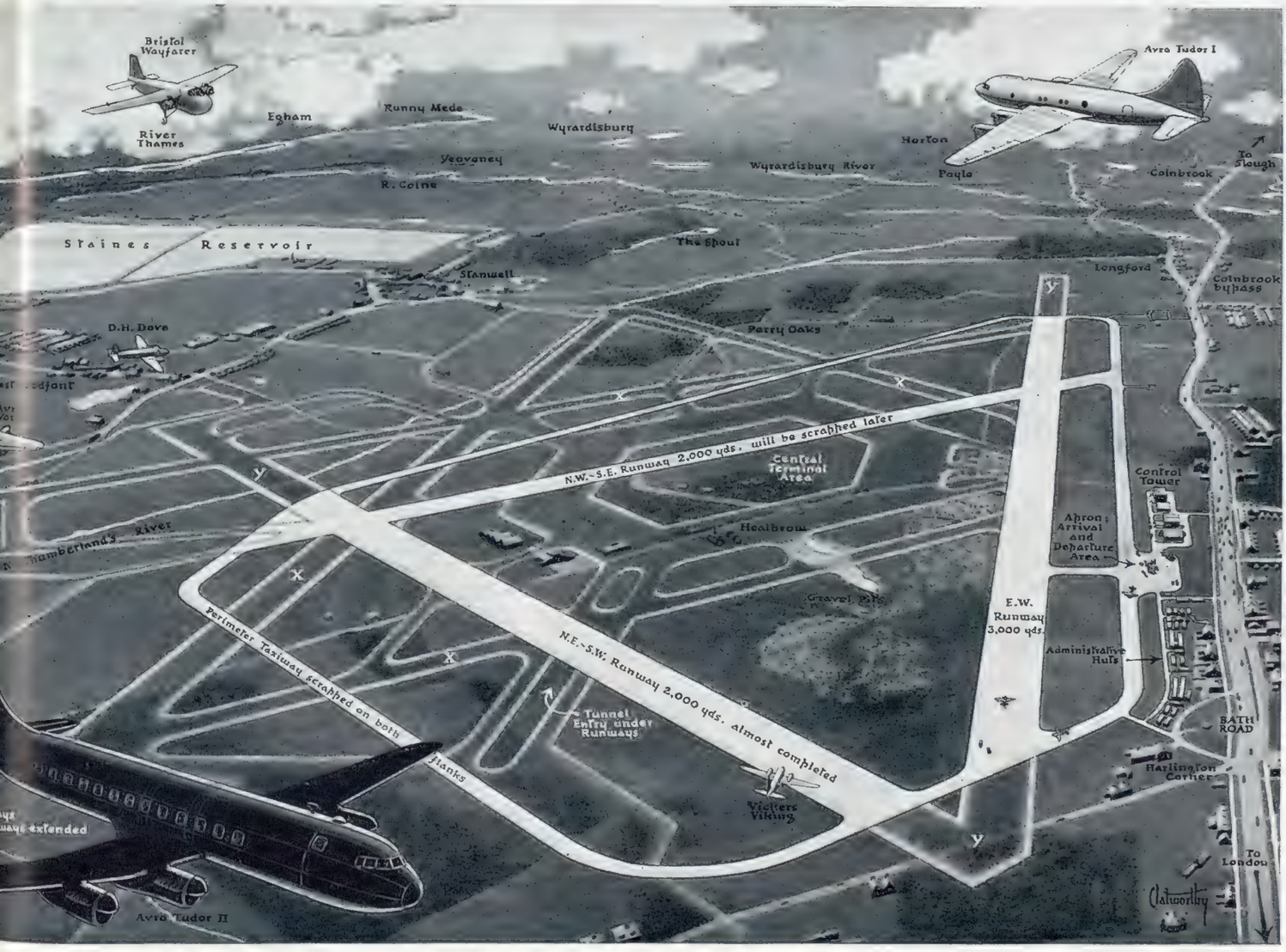
Construction work at London Airport proceeds apace, however, and every month will see some positive improvement. In all there are to be nine runways, with the terminal buildings situated in the centre and approached by subterranean roadways linking up with the Bath Road.

Three of the new runways, which will lie on newly-acquired ground to the north of the Bath Road, will not be begun until after 1950, and no demolition of houses in that area is likely to take place for at least five years. In addition, the area contains some buildings of archæological and historic interest, and the plans for the development of the airport have been so framed that there will be the minimum of disturbance to such buildings. When London Airport is completed, it is reckoned that it will have accommodation for 160 aircraft movements per hour in good weather and 120 aircraft movements an hour in bad weather, one take-off or one landing counting as an aircraft movement. Altogether the planning is on a generous scale, and it is hoped that the terminal buildings will provide visitors from abroad with an impressive first impression.

THE SITUATION OF LONDON AIRPORT: A diagrammatic sketch showing the 4,000 acres at Heathrow which are now being converted into a great international airport, a task that will take several years to complete. Heathrow lies between the Bath Road and the Staines Road

THE FIRST DAY AT LONDON AIRPORT—THE SCENE INSIDE THE MARQUEE, USED AS A CUSTOMS SHED, AS AMERICAN PASSENGERS HAD THEIR BAGGAGE EXAMINED AFTER LANDING IN ONE OF THE CONSTELLATION AIR-LINERS: In this distinctly humble way did the great new international terminus receive the first travellers, and it will probably be some time yet before the permanent buildings are in use. The difficulties of the occasion were still further increased by the heavy rain, which turned the airport into a sea of mud and made it necessary for the operating companies to bring in large quantities of duck-boards

Below—THE LAY-OUT OF LONDON AIRPORT AS IT IS TO-DAY—A DIAGRAMMATIC DRAWING OF THE NEW INTERNATIONAL TERMINUS SHOWING THE E.-W. RUNWAY NOW BEING USED BY B.O.A.C. AND THE AMERICAN OPERATING COMPANIES: Between the East-West runway and the Bath Road are the control tower and the huts and tents which are being employed temporarily for administrative purposes and for the reception of passengers. The site is only about 14 miles from the centre of London, and being on the west side of the capital it is comparatively free from industrial haze and it has a favourable meteorological record. The ultimate airfield lay-out will consist of three sets of parallel runways—nine in all—with the terminal buildings in a central position and approached by subways. The maximum capacity of the airport will be 160 aircraft movements an hour—*Drawing by Clatworthy (Artist's Copyright in U.S.A. and Western Hemisphere)*



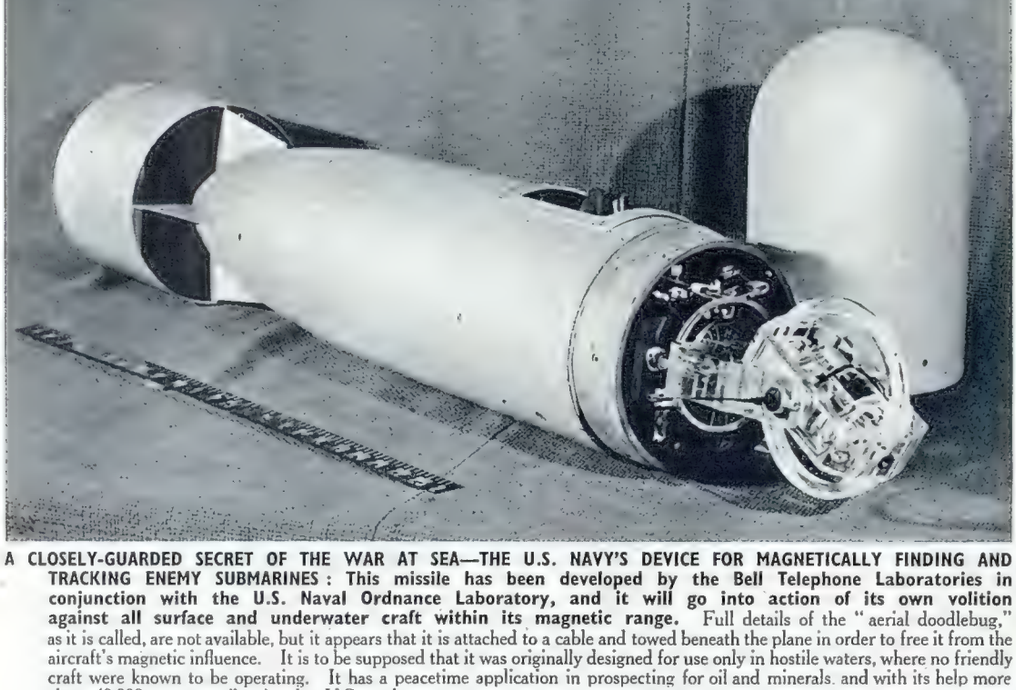
JET PROPULSION GOES AFLOAT : Mr. R. M. Parkinson, the inventor (second from left), trying out on the Thames his outboard motor equipped with a jet engine. The motor will run for three-and-a-half hours on about one gallon of petrol

MANY INVENTIONS

SOME SCIENTIFIC DEVELOPMENTS OF THE MOMENT

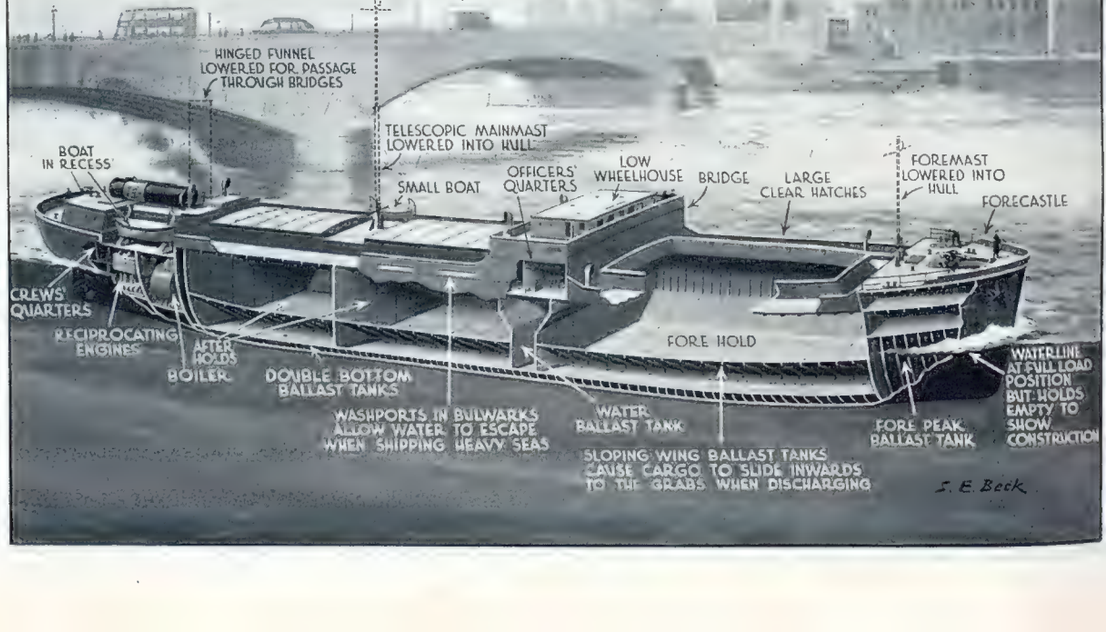
That the principle of the gas turbine has come to stay has been known and appreciated for a long while, and it is a wholly natural development that jet propulsion should be applied outside the realm of aviation. The outboard engine depicted here has been developed by Mr. R. M. Parkinson, a former Rolls-Royce engineer and when it was tried out last week on the Thames at Kew the engine gave a good account of itself. The Aquajet Minor, as it is called, is of 98 c.c. capacity, develops 3 h.p. and weighs 55 lbs. The motor runs for 3½ hours on one gallon of petrol, and it will propel a boat or punt in tideless water at speeds up to 8 m.p.h. When on the market the jet outboard will be priced at £42

PRELUDE TO A TRIAL ON THE TIDEWAY : Mr. Parkinson, inventor of the jet-propelled outboard motor fitting the engine to a river craft before giving a demonstration of its possibilities for economic transport

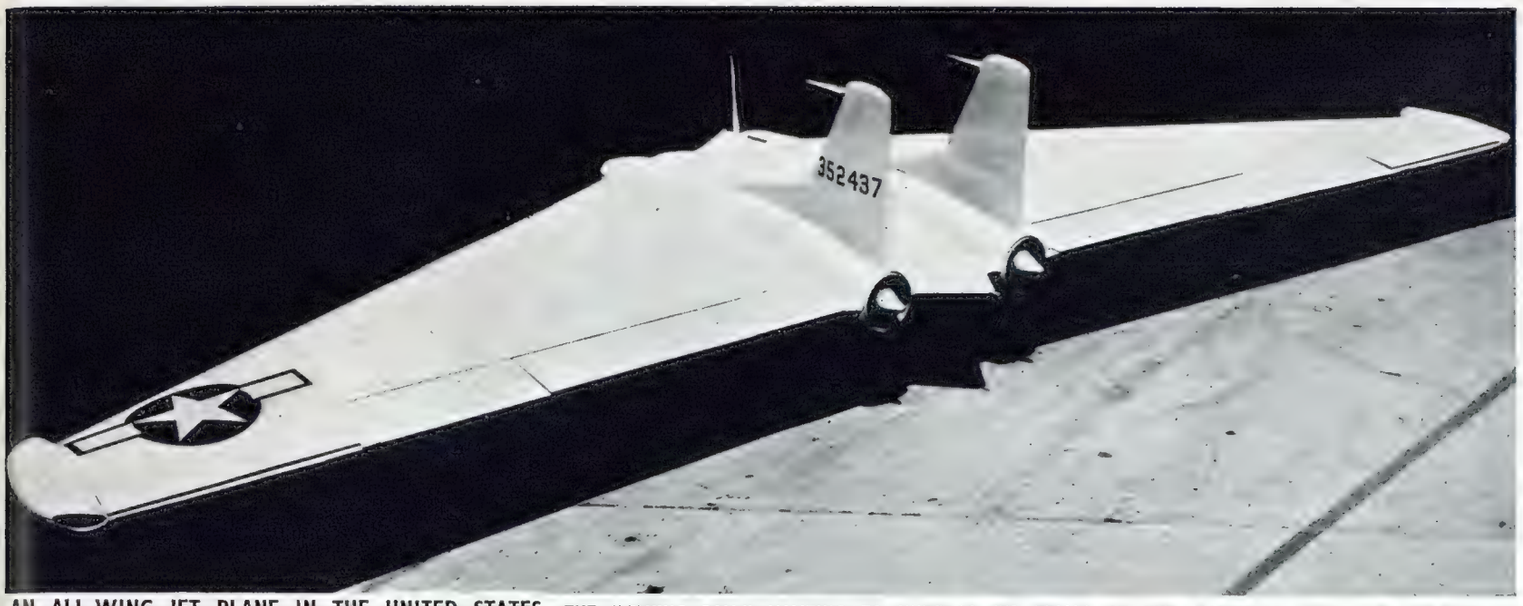


A CLOSELY-GUARDED SECRET OF THE WAR AT SEA—THE U.S. NAVY'S DEVICE FOR MAGNETICALLY FINDING AND TRACKING ENEMY SUBMARINES : This missile has been developed by the Bell Telephone Laboratories in conjunction with the U.S. Naval Ordnance Laboratory, and it will go into action of its own volition against all surface and underwater craft within its magnetic range. Full details of the "aerial doodlebug," as it is called, are not available, but it appears that it is attached to a cable and towed beneath the plane in order to free it from the aircraft's magnetic influence. It is to be supposed that it was originally designed for use only in hostile waters, where no friendly craft were known to be operating. It has a peacetime application in prospecting for oil and minerals, and with its help more than 40,000 square miles in the U.S. and Alaska have already been surveyed. As it is towed it makes a continuous record of fluctuations in the earth's magnetic field. An increase in magnetism may indicate either a deposit of iron ore or the likelihood of oil

LABOUR-SAVING IN THE SENIOR SERVICE : A sailor, with his trousers rolled up in true Navy fashion, trying out the new electrical deck-scrubber which is being tested in H.M.S. "Theseus," the light fleet carrier. The machine scrubs and cleans at the same time and it can do the work of ten men



***On right*—AN IMPORTANT ADDITION TO LONDON'S COLLIER FLEET : A diagrammatic drawing of the S.S. "Chessington," the largest vessel to pass the Thames bridges. The "Chessington," belonging to the Wandsworth and District Gas Company, is known as a "flat-iron," and she is able to carry 2,700 tons of coal on each trip from the Durham coalfields. The "Chessington" recently completed her maiden voyage, attracting much attention as she came upstream beyond the Pool and Westminster Bridge. She is nearly 260 ft. long, and as she passes under the bridges her funnel lowers in the usual manner and her masts telescope into the holds. The "Chessington" is equipped with sloping wing ballast tanks which ensure that the cargo automatically precipitates itself to within the range of the grabs during discharging operations. The general lay-out of the ship is of much improved pattern, and special attention has been paid to the officers' and men's quarters**—*Drawing by S. E. Beck*



AN ALL-WING JET PLANE IN THE UNITED STATES—THE "FLYING RAM" WAITING TO UNDERGO ITS TRIALS AT THE NORTHROP PLANT IN CALIFORNIA: A new fighting machine, the XP-79, in which the pilot occupies a horizontal cockpit. The two jet-propulsion units provide a speed in excess of 500 m.p.h.

The Northrop plant at Hawthorne, California, has been experimenting for many years with the "flying wing" monoplane, and the company recently announced to the world that its 104-ton all-wing bomber (the XB-35) was ready for its initial tests in the air. Now Northrop's have brought out details of an all-wing fighter, known as the XP-79, which is chiefly remarkable for the fact that the pilot lies in a horizontal position. The machine, which is intended for research into the problems of high-speed flight, has a span of only 38 ft. and is only 14 ft. long, but it is evident that its system of propulsion is not as advanced as the systems now being developed in Britain, where the latest gas turbines develop such immense thrust. The "flying wing" clearly has a great future, receiving at the moment the attention of designers on both sides of the Atlantic

ONE HUNDRED MEN ON A RAFT: A plan to secure safety at sea. This giant raft, which is 38 ft. in circumference and weighs only 79 lbs., has been designed and developed by the United States Army Air Force and was recently tried out with successful results. It is suggested that in the event of a major disaster at sea these rafts could be inflated rapidly, and thrown into the water. Each raft can accommodate 100 men, and there is no doubt that if it had been used extensively during the war years it would have played a valuable part in saving life. The four spokes of the wheel, and the wheel itself, are each equipped with ropes in order to provide the men with a good handhold

AMERICA EXPERIMENTS WITH THE PILOT-EJECTION SEAT: Corporal Fred Hunter, of the United States Air Material Command Laboratory, with his right hand on the trigger which will fire a cartridge sending himself and the seat in which he is sitting hurtling 60 ft. into space

On left and right — The pilot-ejection seat is now being perfected both in America and Britain, with a view to facilitating the escape of pilots from their planes on being involved in trouble when flying at high speeds. In last week's issue of THE SPHERE details were given of the experiments which are being carried out in Britain with the ejection seat, and it was shown how a pilot was submitting to tests with an experimental rig, his seat being driven upward by an explosive charge and thus freeing him from the cockpit in which he would otherwise be imprisoned. The experiments in Britain have proved most successful in their initial stages. The experimental rig enabled the pilot to descend into a net, but in later tests it was decided that he should be ejected from a dual-controlled Gloucester Meteor, afterwards making the descent by parachute. In America it appears that the tests have not reached this stage, and in the picture shown on this page only the seat is ejected

THE PILOT'S SEAT IS HURLED 60 FT. INTO THE AIR: A demonstration in progress at Wright Field, Ohio, to illustrate the possibilities of the pilot-ejection seat. In this case the pilot was not seated in the plane, but the demonstration showed how he could be shot clear of his cockpit by the simple device of placing an explosive charge beneath the seat. The experiment has recently been conducted in England on more realistic lines

BRITAIN'S MIGHTIEST BATTLESHIP SHOWS HER PACES: H.M.S. "Vanguard," in which the King and Queen will journey out to South Africa next year, making a sharp turn during her steering-gear trials off the Isle of Arran

H.M.S. "VANGUARD" ON HER TRIALS

The new British battleship H.M.S. *Vanguard*, of 42,500 tons, is spending a month in northern waters running an exacting series of trials before finally entering the service of the Navy and engaging upon her first tasks. Last week in steering tests in the Firth of Clyde, off the island of Arran, *Vanguard* was seen to cut her bows through her own wake, making a perfect figure of eight, and it is understood that she has given every satisfaction in these initial tests. H.M.S. *Vanguard*, which was built at John Brown's Yard at Clydebank, has been designed essentially for an anti-aircraft role, and, in addition to her main armament of eight 15-in. guns, she has sixteen 5·25-in. guns mounted in twin turrets and capable of low-angle and high-angle fire. The battleship is thus equipped to accompany an aircraft-carrier task force and provide a high degree of protection for the carriers in action. The effectiveness of *Vanguard's* anti-aircraft armament is enhanced by the installation of the latest radar and fire-control equipment, the guns being remote-controlled and laid, trained and aimed automatically from a master-sight. She would probably be quite as accurate in engaging an unseen as she would a seen target. As regards appearance, H.M.S. *Vanguard* makes an almost complete break with Royal Navy tradition. The deck line rises sharply at the bow, and the bow itself is flared to a greater degree than in the ships of the King George V class. This should give *Vanguard* a dry foredeck in heavy weather. A second break from tradition is the provision of the square stern, which assists in reducing propeller slip

MAKING GOOD 47 ACRES OF DEVASTATION: A general view of the Tidal Basin area, in London's dockland, where West Ham Corporation is carrying out an elaborate rebuilding programme within the scope of the County of London Plan. In all, 700 new houses are to be built in the area and there will also be new churches, community centres and schools

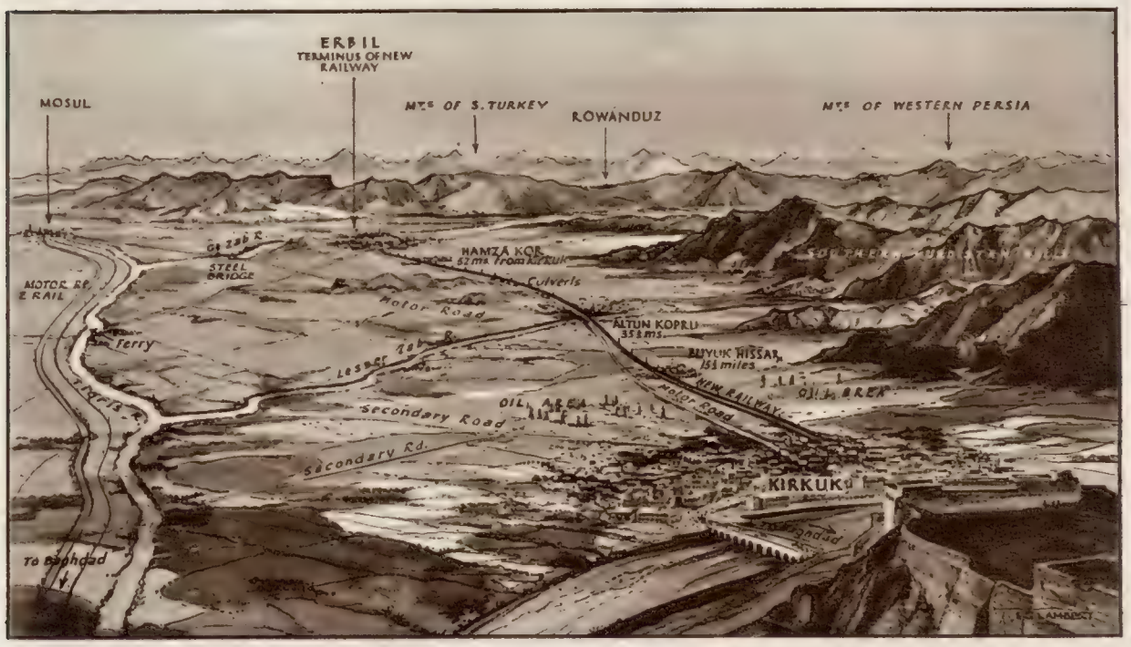
REBUILDING LONDON'S DOCKLAND

The task of rebuilding bomb-devastated London in accordance with the London County Council's elaborate plan is already making progress, and West Ham Corporation is one of the first of the local authorities to start active work. In what was one of the most sordid of London's dock areas, 47 acres of land have been acquired, and the rows of mean streets which were demolished by the Luftwaffe will be replaced by modern houses, parks, schools and community centres. Tenders amounting to £300,000 have already been accepted for 230 of the 700 houses which are to be built in the Tidal Basin area, and it is believed that the Ministry of Health will approve the immediate building of a further 127 houses at a cost of £147,000. The Tidal Basin was hit particularly severely during the London blitz, and it is recorded that no fewer than eighteen parachute mines fell there in the course of one night. The County of London Plan, which was devised between the last major raids of the Luftwaffe and the end of the war, will specially benefit the East End

SURVEYING THE NEW RAILWAY: Men preparing to lay the track on the 68-mile extension of the Iraq State Railways from the oilfields of Kirkuk to the fortress city of Erbil, the ramparts of which are seen in the distance. Erbil, then called Arbela, was a city in the days of the Assyrians, and it is the oldest continuously-inhabited city in the world—*Drawing by W. G. Whitaker*

BY TRAIN TO ERBIL

The Oldest Inhabited City in the World Now Becomes a Terminus of the Iraq State Railways



THE ROUTE FROM THE KIRKUK OILFIELDS TO THE OLD CITY OF ERBIL: A diagrammatic sketch showing the 68 miles of terrain over which the Iraq State Railways are now building the new railway—*Drawing by E. G. Lambert*

Erbil, reputed to be the oldest inhabited city in the world and famous by reason of Alexander the Great's decisive victory over Darius at the neighbouring Gaugamela River, is to-day the scene of a new kind of activity as the Iraq State Railways engage in the work of extending the line a further 68 miles north of the Kirkuk oilfields. In due course the comparative peace of Erbil will be invaded by the railway engine, and a modern goods yard will come into being at the foot of the old ramparts which have seen so much of history. Erbil lies in open semi-desert country in North-East Iraq, being flanked on the east by the mountains inhabited by Kurdish tribesmen and on the west by the rivers Tigris and Euphrates. The contract for the work of building this 68 miles of new track was granted in April 1945 to Balfour, Beatty and Co. On the route many small streams have to be crossed, but it will be necessary to construct only one large bridge. The whole work should be completed by next summer

THE FORBIDDING RAMPARTS OF ERBIL: A distant view of the old Assyrian city which will soon echo to the sounds of the shunting engine and the goods yard when it becomes a terminus of the Iraq State Railways. ***On right***—The flat-topped roofs of Erbil seen from the summit of one of the minarets

HOME NEWS

A Music Centre in Park Square: We Lose the Wightman Cup: The Launch of the "Corinthic"

Music-lovers have for long contended that London should have its own music centre, and now it is highly possible that their desires will be met. A sub-committee of the London Society, having won the support of representative musicians, is urging that Park Square, at the top of Portland Place, should be taken over from the Government and handed rent free to the Arts Council. It is suggested that in this square, which was originally laid out to serve residences in the vicinity, many of which have since been blitzed, could be built a full-sized opera house, and a subsidiary hall for chamber music. In addition, there could be a restaurant, refreshment rooms and other amenities, in many ways in keeping with those at Glyndebourne, and it is felt that the whole plan would probably meet with enthusiastic public interest. The area is well served by buses, and parking space is abundant

A DREAM THAT MAY COME TRUE: An overhead view of Park Square, Regent's Park, which, it has been suggested, should be converted into a Metropolitan Music Centre. The scheme has met with support in musical circles, and already a negotiating body has approached the Government with the suggestion that this Crown property should be placed at the disposal of the Arts Council

MEMBERS OF THE HOUSEHOLD CAVALRY REAPPEAR AGAIN IN ALL THEIR PRE-WAR SPLENDOUR: The trumpeter in his State uniform, with the crown amblazoned on his breast, seen before leaving barracks on the first full-dress parade since the conclusion of the war. In addition to the Life Guards and the Royal Horse Guards, who comprise the Household Cavalry and escort the Royal Family on all State occasions, other units have also been appearing in their peacetime dress during recent weeks

BRITAIN FAILS IN THE WIGHTMAN CUP: Mrs. Bostock (*left*), the former Jean Nicoll, and Mrs. Menzies (*right*), the former Kay Stammers, in action during their singles matches against the American women players at Wimbledon. The British players were distinctly outclassed, and the Wightman Cup remains in the United States, where it has been continuously since 1931

THEY HIT LIKE MEN—TWO OF THE AMERICAN WIGHTMAN CUP PLAYERS IN ACTION ON THE WIMBLEDON COURTS: Pauline Betz (*left*), who sets a fast pace from start to finish, and Miss L. Brough (*right*) seen during their Wightman Cup matches with the British players. America won 7—0

THE LAUNCH OF THE S.S. "CORINTHIC": A new liner for the Shaw-Savill Line about to take the water at the Birkenhead yard of Cammell Laird and Co. Of 15,000 tons and with a normal service speed of 17 knots, the *Corinthic* has been designed specially to meet the requirements of the Australian and New Zealand refrigerated cargo trades, being able to bring from the Dominions on each voyage 4,000 tons of wheat, wool and general merchandise and over 7,000 tons of perishable produce, such as meat, dairy produce and fruit. In addition, she will have accommodation for a maximum of eighty-five passengers. The cabins will be unusually large, a very high proportion of them being single and having their own bathrooms attached

THE DUKE AND DUCHESS OF RUTLAND RETURN FROM THEIR HONEYMOON: The couple seen together at Belvoir Castle after returning from their honeymoon, which was spent partly in Portugal. The wedding of the Duke and Duchess of Rutland at St. Margaret's, Westminster, was one of the big society events of the early spring. The Duchess before her marriage was Miss Anne Cumming Bell. The Duke saw service with the Guards in North-West Europe, and he was invalided out after being wounded

PLANNING A HOUSING ESTATE IN EPPING FOREST: A surveyor at work in the Forest View Road area, which has been requisitioned for building by East Ham Council despite the opposition of the Epping Forest Committee of the City of London Corporation. Sixty-five houses are to be built on this particular estate, and the Council is now asking for a further extensive parcel of land in order to build one of its proposed new secondary schools

THE FOUNDATIONS ARE LAID: Cement platforms on the Capel Road estate, which has also been requisitioned by East Ham Council. The requisitioning was carried out in the face of City Corporation opposition and others, who wish to preserve the amenities of Epping. Altogether 167 houses will be built on Capel Road estate. Prisoners of war are being used in the work

GARDENERS MAKE THE MOST OF CHELTENHAM'S PREFABRICATED HOUSES: Work started about six months ago on the erection of these aluminium homes, and now their owners are busily engaged in planting flowers in the diminutive front gardens. Each prefabricated house has attached to it an Anderson shelter for storing coal and the garden tools. A neat concrete path runs down between the houses, over land which only recently was a quagmire

ROYAL ASCOT AGAIN

Not Quite the Meeting of Glorious Memory, But Many of the Old Features are Restored

By CHARLES GRAVES

IN THE ROYAL BOX, ASCOT 1946: The Queen studies her race-card and Princess Elizabeth, who takes a deep interest in the racing, points out one of the runners to the King. The first race on the second day of the meeting was the newly-named Princess Elizabeth Stakes. Before arriving at the Royal Enclosure the Royal Party drove down the course in open carriages drawn by the Windsor Greys and with postilions and outriders. Dress, by the King's order, was informal, the men wearing bowler hats and lounge suits

THE KING AND PRINCESS ELIZABETH VIEW THE RACING FROM THE TOP OF THE GRAND-STAND: A picture which evidences the Royal interest in the sport. The King has produced a classic winner this season in Hypericum, which carried off the 1,000 Guineas, and in Kingstone and Rising Light he has two stayers. In the Gold Cup, however, Kingstone was no match for the French horses

ROYAL CHARGER was the topical winner of the first race of Royal Ascot last week. And indeed, as far as it was possible, it was a Royal Ascot, with the King and Queen and their Windsor Castle guests arriving in open landaus through the gates into the Royal Enclosure. This (the Enclosure) was much less full than before the war. The reason was not far to seek.

Certain formalities are necessary before the coveted badge can be secured. In the case of debutantes, they usually have to have been presented at Court. The absence of Courts for the past seven years therefore resulted in an absence of young girls, except in the paddock. The Divorce Courts, too, have been more than busy during the war period, resulting in a further shrinkage of those eligible for the Royal Enclosure.

During the whole meeting I only saw two men so foolish as to defy the Royal suggestion that tall hats were undesirable for these days of mass austeria. Both looked exceedingly foolish as they walked self-consciously around the paddock. The vast majority of the men wore black bowler hats, though a few wore grey ones. And on Wednesday, when the first race was run in heavy rain, there were hundreds of those smart raincoats issued to officers and men on demobilisation.

Few people probably remembered that the opening day, June 18, was not only the anniversary of the Battle of Waterloo, but also the second anniversary of the Guards Chapel tragedy, when so many people were killed by the V-1 which just scraped over the top of Queen Anne Mansions.

It so happened that I did a Saturday afternoon's racing at Ascot during the flying-bomb period, and I noticed that several of the innovations introduced at the time have been maintained after the war. The most important of these is the loud-speaker system, by which racegoers are informed of the runners, the draw, the jockeys and all the last-minute items of racing news. In addition, members of the public are instructed that they are wanted, say, at the office of the Clerk of the Course, or at the entrance to the Royal Enclosure. And on one occasion there was an appeal for a certain doctor to present himself at the tent at the back of the Royal Box. The original installation of the Tannoy system was presumably due to the lack of paper for printing the race-cards during the war. The race-cards this year were definitely austere. So were the meals served in the public luncheon-rooms. The smallest wing of the most elderly chicken cost 4s. 6d., and it was not enough nourishment for a child of five. Members of only four clubs had the opportunity of lunching and entertaining their friends in their own marquees. On the far side of the course the Cavalry Club and Carlton Club shared a large club tent. At the far end of the paddock the Marlborough Club and the Conservative Club members were also able to eat in seclusion.

This year there were many more 10s. Tote guichets than before. The 2s. windows had dwindled considerably in numbers, and their pay-out guichets were in a tent at the furthest end of the paddock. This pay-out procedure, by the way, was unbelievably inefficient, and must have cost thousands of pounds. Thus, hundreds of successful punters who had backed Friar's Fancy in the Royal Hunt Cup had to wait twenty-five minutes until they were paid. They had, in fact, less than three minutes to get their money on again in the Chesham Stakes. No doubt the local branch of the Ministry of Labour had done its best to select an intelligent staff for the Tote, but several of them were noticeably bumble-fisted. In many cases they were incapable of simple sums of arithmetic, such as the aggregate of four winning tickets, worth £4 6s. each, and actually asked the holders of the tickets what they thought they ought to have!

This happened to me, and reminded me vividly of my only similar experience—in a little restaurant at Biarritz before the war, when the waitress asked me to add up the bill for her.

On this occasion I asked two of the Tote operators whether they had ever done it before. "Good heavens, no!" they replied with feeling. I may add that on practically every single race the bookmakers' starting price was far more generous than the Tote.

It is understood that it was the shortage of food and the desire to save carting large quantities of drink and cold viands to the course which was responsible for each day's racing-card being cut from eight to six races. In the old days, of course, the first race began at 1 p.m., and after the second had been run at 1.30 p.m. there was that lengthy wait while one had salmon and quail in aspic before the 2.30 p.m. race. For the ordinary racegoer, as opposed to his professional brother or sister, this late start was rather pleasant. There was no chance of being surfeited by the programme, and a party is always a good party if it ends before you want it to do so. It also meant that one could do a full morning's work and yet be in time for the first race.

There were many encounters between old friends who had not seen each other since 1939. Stray snatches of conversation were:

"My dear old friend, I haven't see you for years." (This, from

ASCOT AS IT WAS WHEN FASHIONS WERE FULL-LENGTH, AND THERE WERE NO COUPONS TO COUNT: Two pictures taken at one of the Royal meetings before the First World War, showing guests arriving at the Royal Enclosure: *Left*—High heels, silken sunshades and any amount of material to spare. *Right*—Roses bloomed on her hat and birds rejoiced on her sunshade

THE ACCENT WAS ON HATS : From the dress point of view it was a quiet Ascot, as indeed it had to be, but the head-gear was varied and interesting. One visitor used a ball of wool and two knitting-needles as the basis of her design (*left*), but light veiling and neat arrangements with artificial flowers were most in evidence

ESSENCE OF CHIC : A smart Ascot fashion, with open-mesh veiling and an arrangement of artificial flowers

a man who had obviously forgotten his acquaintance's name in the interim); "I haven't seen you for a thousand years." "I haven't seen you since the beginning of the war." "I haven't seen you since Groppi's."

Though the Royal Enclosure was by no means too full, the Grand Stand and Tattersalls were jammed with people. So was the champagne bar in the paddock, which, however, never ran out of vintage champagne, although it was at the now modest price of £3 per bottle.

The crowds on the far side of the course were much smaller than before the war, and the bookmakers looked as though they were having rather a sparse time; but it was nice to hear once again the loud cry "Lovely grub! Lovely bit of food!" from the sellers of winkles and other popular delicacies. The red-nosed clown played his usual banjo, and photographers did their best to snap the celebrities as they crossed the course.

After having had my recent experience of horse-racing in America, it was also nice to realise once again that in England it is possible for a race to start at exactly the time advertised; not ten or twenty minutes later, as invariably occurs in France and very often in the United States.

Everybody now knows the exact strength of the French challenge. Racing, of course, positively flourished in France during the war. Everybody, too, knows what a successful start Gordon Richards made by his trebles on the Tuesday and Wednesday.

UNSADDLING THE WINNER OF THE ROYAL HUNT CUP : Mr. O. V. Watney's Friar's Fancy watched by an admiring crowd after winning the celebrated handicap event by three lengths. Mr. Watney also owned the sire of Friar's Fancy, Wychwood Abbot, when that good horse won the Cambridgeshire. E. Smith rode Friar's Fancy

As for the ladies, for once they had to take a very definite second place to the racing itself. Ascot 1946 was, in fact, more like a smart Newmarket meeting than anything else, though the hats were vaguely reminiscent of Ascot in 1939—small, gay, flowery and often charmingly ridiculous. The girls and younger women seemed to take a fancy to veiling, though this was not on a very grand scale; only a small amount of utility veiling being used as a background for the tiny flowered head-pieces. There were some rather pretty coronet bonnets, some in straw and some in felt, and when the large Ascot hats were worn, they were trimmed with flowers.

All the women had taken care to guard themselves against the weather, and even when they wore light printed dresses, there was a dark coat on top. Most of their shoes would have done equally well at a country point-to-point, as they were low-heeled, laced and truly sensible. There were, however, a few exceptions of the open-toed, open-back, high-heeled sandals, and most of the women who sported these also wore Nylons.

In the good old days, women very seldom wore black at Ascot. On the off days, when they wore dark colours, it was almost invariably navy blue; but this year there was practically no navy blue and all the coats were black. I am told that the probable reason for this is that navy blue, to be really smart, needs matching shoes and gloves, and with the coupon situation what it is, few women can find matching accessories; and so they stuck to black or brown. Most of the pretty girls were to be found in the paddock queueing up for 2s. windows, and for some strange reason they seemed to go about in groups, enjoying it enormously. Very few of them appeared to be walking round singly between races with a young man. This used to be half the fun for the pre-war debutantes, who were expected to watch the race with their parents in the Enclosure; but to be taken to the paddock by a young man to see the runners for the next race between each event. Again, most of the girls last week missed the fun of the tents, which enabled a young man to ask his favourite girl to tea. Of course, he could be caught, poor wretch, he being made to feel in duty bound to ask her mother, father and sisters to luncheon at the Bachelor's Club, Cavalry Club, or whichever tent he belonged to; which might well clip his "betting wings." But he usually managed to avoid this misfortune. This year, the men seemed to cling together, as at any other real race-meeting.

EVANGELISTS FORGATHER : A fervent band which sought with music and posters to gain converts on the popular side of the course on the second day of the meeting

THE SMILE BEHIND THE VEIL : Mrs. Roberts, wife of Mr. G. D. Roberts, K.C., the former Rugby player, attended the first day of the Royal meeting

THE BELL BONNET : An Ascot hat with strawberries, cherries and a wisp of veiling

A RIBBON IN HER HAIR AND FLOWERS IN HER EYES : Mrs. Rupert Milburn wore this creation in the Enclosure on Gold Cup Day

A NEW ERA FOR TRISTAN DA CUNHA

Life in the Lonely Island Group of the South Atlantic, Where the South African Government Has Now Established a Meteorological Station

THE HEAD-MAN OF TRISTAN: Willie Repetto, a descendant of one of the first inhabitants

THE FORBIDDING CLIFFS OF TRISTAN DA CUNHA: A view of the principal island in the group looking towards the snow-capped peak which towers 8,500 ft. above the sea and which for the greater part of the year is shrouded in mists. During the war the Allies established a meteorological station on the island, and the South African Government is now maintaining this station

MOTHER AND DAUGHTER: A woman of Tristan attending to her child's hair. Typical, dark-skinned islanders who, despite their limited resources, have a very fine health record

THE YOUNG PEOPLE OF TRISTAN: A gathering of islanders outside the little whitewashed church at Edinburgh, the settlement which lies on the north-west side of the main island. In the background on the right is a typical island dwelling built of roughly-hewn stone

A WEATHER OUTPOST IN THE SOUTH ATLANTIC OCEAN: Members of the staff outside the meteorological station, which has been built on a small plateau on the central peak of Tristan da Cunha and which provided vital information during the war years. One of the men is seen holding a meteorological balloon

TO SPEND A YEAR ON TRISTAN: Mr. C. O. Hawkins, Mr. J. A. Bennet, and Mr. A. M. Crawford, the Chief Meteorologist, seen on arrival at the island to take over the meteorological station. With them they brought plentiful supplies

With the permanent establishment of a meteorological station at Tristan da Cunha a new era is opened up for the islanders, and they can expect from now on more regular visits from warships bringing them much-needed mail and supplies. Tristan da Cunha, the largest of a group of three small volcanic islands in the South Atlantic, was discovered in 1506 by the Portuguese admiral after whom it was named. In 1810 the first permanent inhabitant, one Thomas Currie, landed on the main island, and from time to time more settlers arrived, some of whom were of Dutch, Italian and

THE ONLY BEACH AT TRISTAN DA CUNHA: High and forbidding cliffs surround the main island, towering up towards the great central peak, and it is solely at this point that it is possible to land supplies. The area of the group is only 44 square miles, but the main peak rises to a height of 8,500 ft. Tristan was discovered in 1506 by Tristan da Cunha, the Portuguese navigator

LANDING THE FIRST CARGOES: A boat from the South African naval frigate being beached. The frigate can be seen standing out to sea

A RELIC OF NAPOLEONIC DAYS: This ship's figurehead stands below the flagpole in front of the settlement at Edinburgh

Asiatic origin. The British strain, however, still predominates, and many of the 200 inhabitants claim descent from the British soldiers stationed at Tristan during the captivity of Napoleon at St. Helena. The people made their homes on the north-west side of the island, establishing a settlement which they called Edinburgh and building substantial stone cottages and a small church. The inhabitants manage their own affairs without written laws.

A GREAT DAY IN THE LIVES OF THE 200 ISLANDERS: Stores being landed on the beach at Tristan on the recent occasion when a South African frigate brought a relief party to the meteorological station and a supply of goods for the islanders. In the past the Tristan da Cunha mail has left Simonstown, South Africa, once each year, but visits will now be more frequent

The World of Books—By Vernon Fane

THE NOVELISTS TURN TO HISTORY

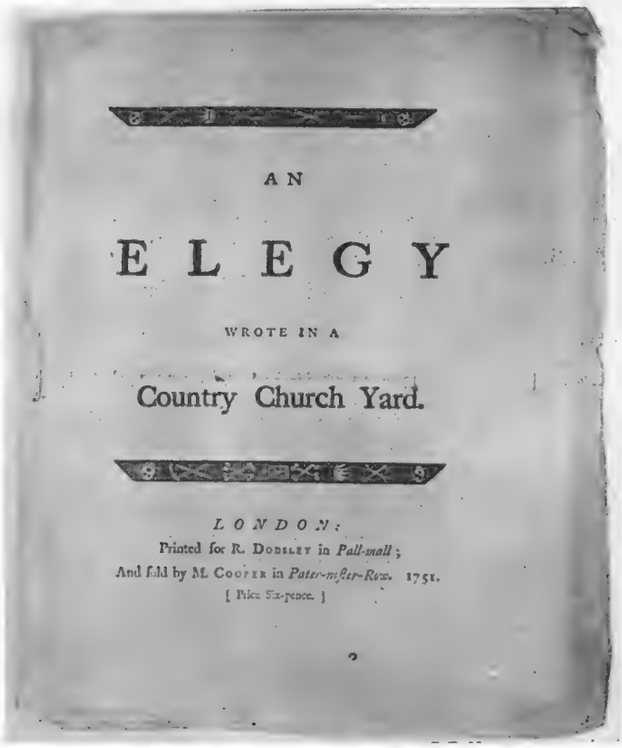
Oliver Onions Tells a Story of England in the Mid-Fifteenth Century; Doris Leslie Chooses the Age of the Guillotine

THERE is always a poetry about the writing of Mr. Oliver Onions. It was most evident in his *Story of Ragged Robyn*, and it pervades his new novel, POOR MAN'S TAPESTRY (Michael Joseph. 10s. 6d.), though in lesser degree. This is the story of the mid-fifteenth-century in England, and of a devil-may-care young journeyman goldsmith, whose genius for engraving brings him into danger and finally almost to ruin and death.

In 1454 Willie Middlemiss flees from Yorkshire when he is implicated in a charge of coining, and when Hannah, the girl he has been courting in intermittent bouts of devotion, resentfully urges him to begone. Hannah has often furiously predicted that his haphazard feats of engraving will end in disaster; her father, a cloth fuller, whose business has steadily declined, has been found murdered on the day of Willie's departure, and although there seems to be some official reluctance to probe into the mystery of his death, Willie Middlemiss decides to go on his way. Between this parting and their eventual meeting stretches a whole gamut of experience and adventure for each of them, and even at the last it is not revealed whether their lives are finally to be joined, or whether the man Hannah has found, and the lovely lady-in-waiting of Willie's acquaintance, will be their true loves.

Mr. Onions has a quite extraordinary gift for the romantic reconstruction of a time as remote to us as the English Middle Ages. The profound scholarship that is implicit in the telling of his tale is never overstressed, and even the archaic terms he uses, so many of them of French derivation, fit naturally into his writing or into the speech of his characters.

The weakness of the book is that it is made up of two stories, and that these are not related closely enough for the balance of the novel. They are linked at the beginning and the end only, and this makes for an almost fatal division of interest.


AN

ELEGY

WROTE IN A

Country Church Yard.

LONDON:

Printed for R. DODSLEY in *Pall-mall*;

And fold by M. COOPER in *Pater-noſter-Row*. 1751.

[Price Six-pence.]

A FIRST EDITION OF GRAY'S "ELEGY" CREATES KEEN BIDDING IN THE SALEROOM: The front page of the copy belonging to the Rev. J. Strickland, of Rugby, which was offered at auction at Sotheby's earlier in the month and fetched the high price of £1,050. The "Elegy" was originally published in Old Paternoster Row at 6d. This example has a few minor defects and is unbound. A bound copy fetched £2,400 in 1929. The poem was first produced in 1751 and eight years later it was read by General Wolfe before the taking of Quebec

Miss Doris Leslie writes of a period that is, certainly in fiction and drama and biography, more popular. THE PEVERILLS (Hutchinson. 10s. 6d.) is the story of an English family in the eighteenth century: landed people whose troubles are more likely to be on matters of religion and principle than on the means of earning precarious livings. The heroine is one of those tempestuous little moppets, candid to a fault and, for no reason that I can ever understand, winning to the hearts of every man in her acquaintance.

This Christina, who rides like a Newmarket jockey, speaks her mind as freely as a North Country woman and gets as drunk as an owl on her thirteenth birthday, is in the true succession of high-spirited young women currently in favour with authors. With this difference, however, that Christina does not achieve her heart's desire easily, but pursues it—and him—to revolutionary France and into the very shadow of the guillotine.

Miss Leslie writes with spirit and with no particular timidity about *clichés*. Her vigorous handling of the Georgian country scene, and the Paris of Danton and Robespierre is commendable, and her romance should count its readers by the thousand.

WINE OF HONOUR (Macdonald. 8s. 6d.) takes its title from the thesaurus listing of synonyms for arrival, which includes "reception, welcome," and, finally, "*vin d'honneur*." Miss Barbara Beauchamp's novel deals with a group of people who all have their homes in the same English village, and who are all going through the processes which follow demobilisation from one war service or another.

The principal character is Helen Townsend, a pretty young woman who has been a company commander in the A.T.S., and who is now trying to adjust herself to the prospect of her husband's return from the Army, and the decision she must make about the man with whom she has had a wartime affair. This, by my reckoning, makes three people in a quandary, and to their number are added the hearty spinster who regrets her happy life in the Services, and tries to prolong it by the founding of clubs and associations; the mother's son who survives years in the R.A.F. to get a small sub-editing job in Fleet Street; and the publican's son who finds it so difficult to square the dignity of his Army captaincy with his post-war work.

Miss Beauchamp writes lightly but with sympathy.

Miss Mazo de la Roche, of *Whiteoaks* fame, has turned from the writing of her Canadian novels to the writing of history, although, as she assures her readers, "nothing of the sort will ever happen again!" QUEBEC (Macmillan. 12s. 6d.) is a study of that historic seaport from the landing of Jacques Cartier, in 1535, to the conference attended by Mr. Churchill and Mr. Roosevelt in our own days. It is no criticism of the author to say that she writes history like a born novelist, for in a sense the vivacity and ease of her style are welcome, in so far as they will popularise the subject, and undoubtedly give this book a wider circulation than it might otherwise have had.

In the vast territory that comprises Alaska, the Aleutian Islands and British Columbia there are churches with onion-shaped domes and many Russian place-names, near the curving coast that is almost 3,000 miles long. In old maps it was called Russian America, for Russia had settled it and had claimed it for a century and a quarter from the early eighteenth century. Of the Russians exploiting that forlorn country there was one who became the founder of what was virtually an empire. The man was Aleksandr Baronov, born in extremely humble circumstances near Finland in 1747, and dying in 1819 in the Java Seas.

THE NEW MUSICAL DIRECTOR AT COVENT GARDEN: Mr. Karl Rankl, who will lead the Opera Company which is now in process of formation. Mr. Rankl, who is forty-seven years of age and is an Austrian by birth, received his earliest musical training at the Monastery of St. Lazarus, in Vienna. In his distinguished career he has been conductor of the Konigsberg Opera, assistant conductor at the Berlin State Opera, and musical director at the German Opera House, Prague. After the German occupation of Czechoslovakia in 1939 he escaped to England

In that interim he had become what Mr. Hector Chevigny has called LORD OF ALASKA (Robert Hale. 12s. 6d.); the pioneer who founded Russian outposts and settlements in an icy and rocky land, and sent back great riches to his native land. Baronov became a trader, a warrior, navigator, governor and shipbuilder. His wife was the daughter of an Indian chieftain. His reputation as a fabulous host was carried into harbours all over the world by the sea captains who visited him on voyages of exploration. Mr. Chevigny's book gives some of the reasons for the growth of the fable that was Baronov.

STATE DEPARTMENT CAT (Eyre and Spottiswoode. 8s. 6d.) is, roughly speaking, about what you would expect, that is to say that the U.S. State Department forms the continuous and much detailed background, and a cat, appropriately called Trouble, starts all the pother in this mildly amusing mystery story. Miss Mary Plum obviously knows her Washington through and through. In fact, the chief interest of the book as far as I was concerned lay in her portraits of Foreign Service types, her lively description of Embassy parties and her parcelling out of suspicion to the stodgiest of white-collar gentlemen.

A BRITISH POET IN HIS AMERICAN RETREAT: Ralph Hodgson, the author of "The Lost Blackbird" and other poems, at his home (*left*), which lies in the wooded country round Minerva, Ohio. Mr. Hodgson, who would seem to have largely severed his connections with England, was recently awarded a 1,000-dollar prize by the National Institute of Arts and Letters in America, the award being in recognition of distinguished poetic achievement. So greatly does he eschew publicity that his entry in "Who's Who" is confined to only four lines

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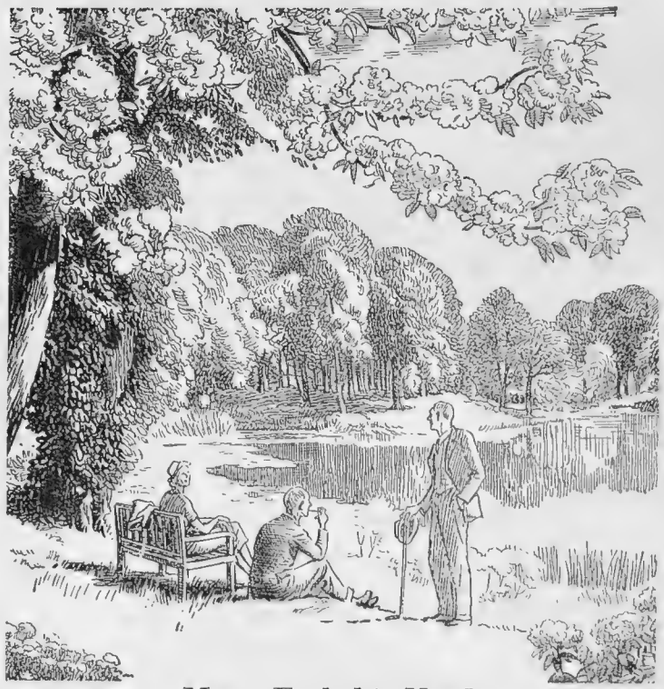

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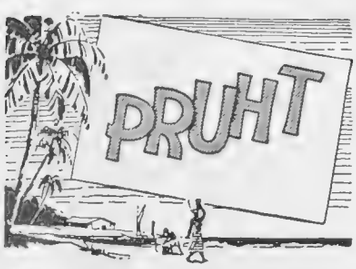

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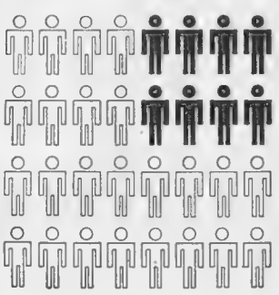

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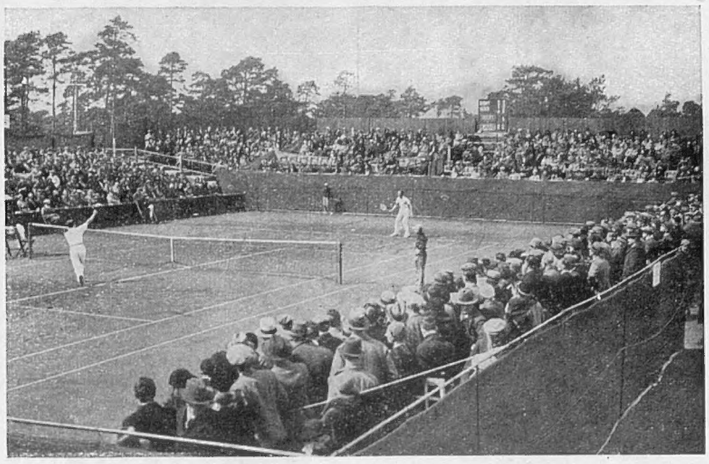

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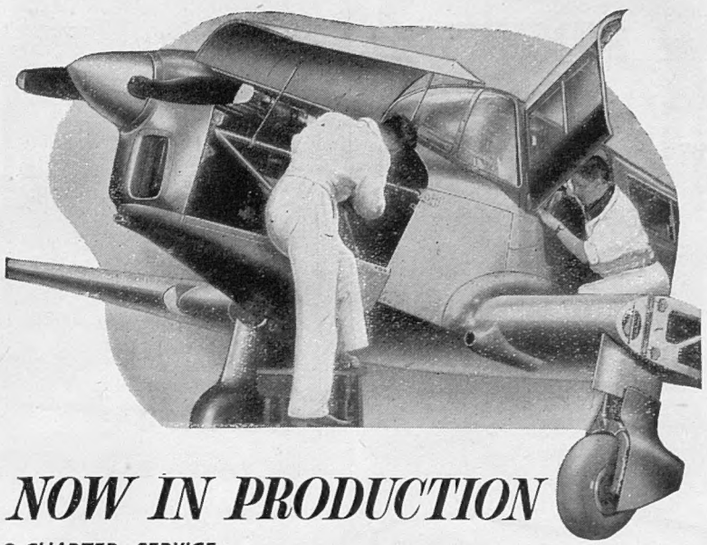

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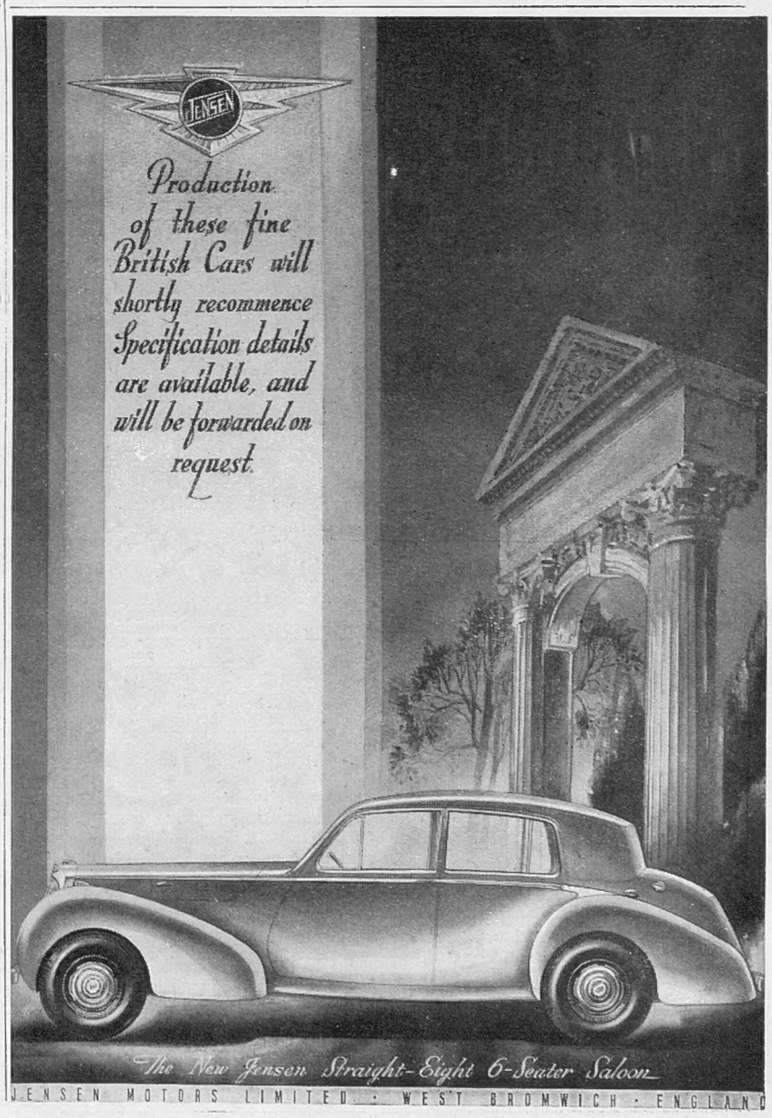

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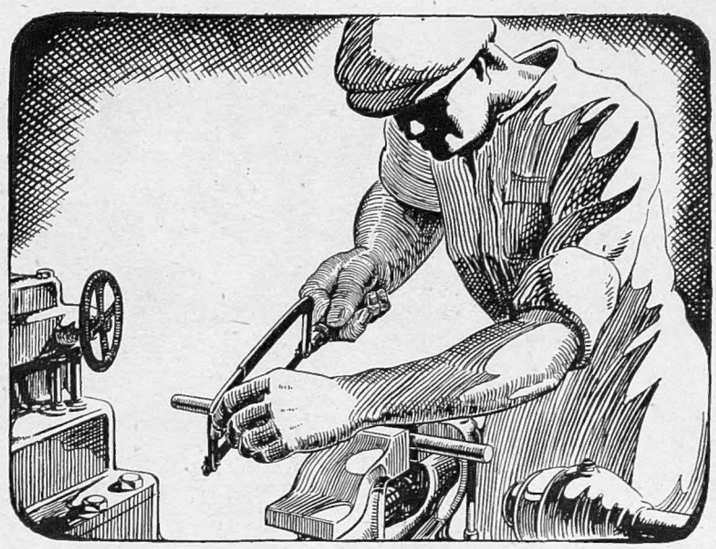

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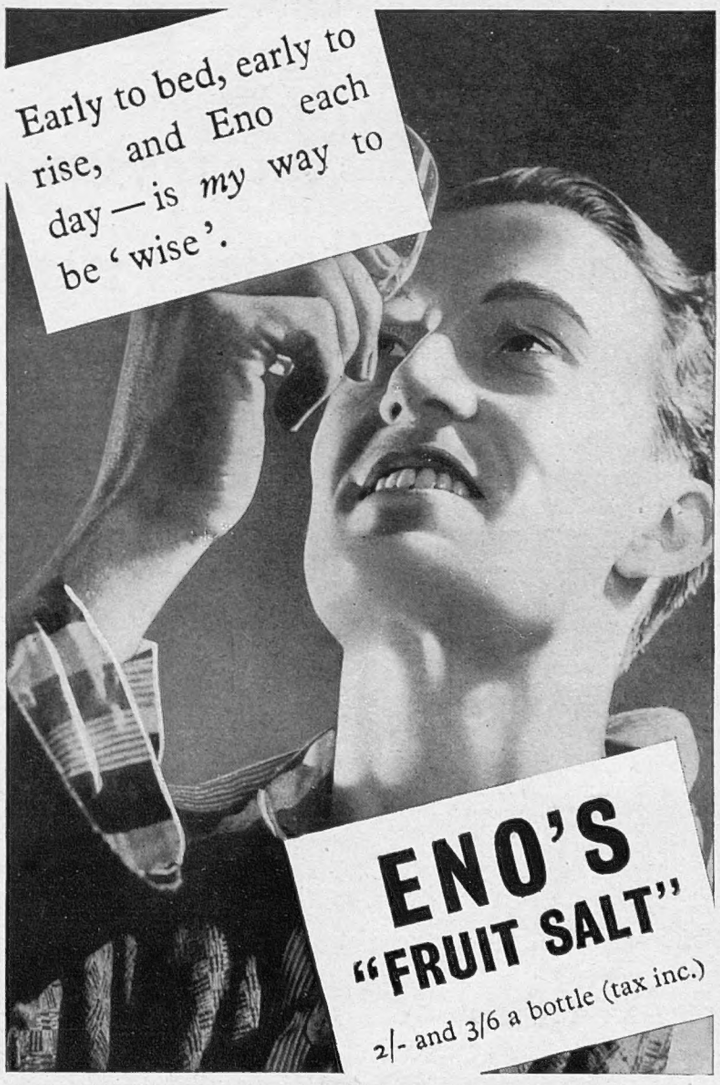

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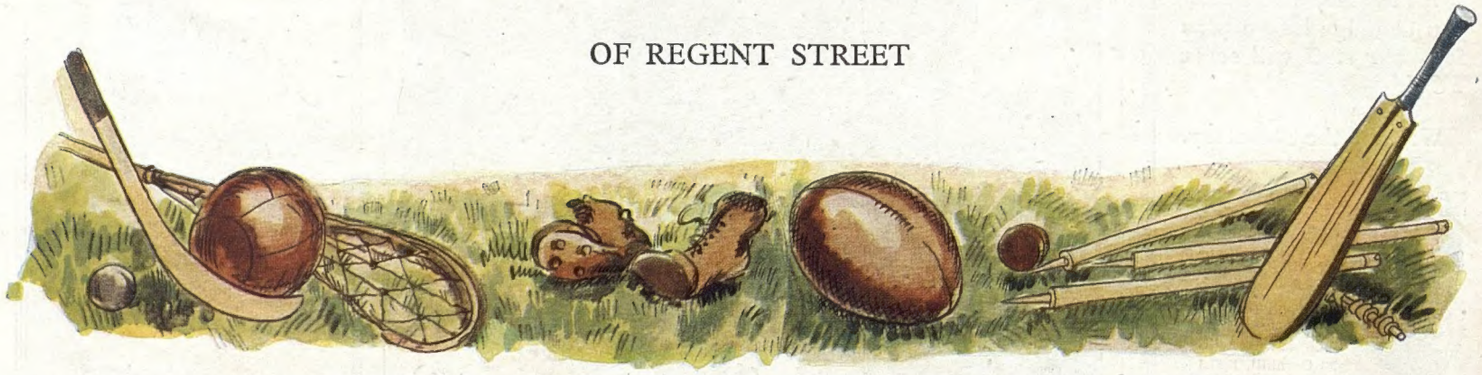

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